THE

North-China Herald.

AND MARKET REPORT.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860. E. ST. JOHN NEALE, *Secretary of Legation.*

VOL. I, No. 3. SHANGHAI, MONDAY, APRIL 22ND, 1867. PRICE, TAELS 12 ₱ ANNUM.

NOTICES OF FIRMS.

NOTICE.

MR. RICHARD BATTY PARR was admitted a Partner in our Firm on the 1st January 1867.
ALFRED WILKINSON & Co.
14jy 2797 Shanghai, 15th April, 1867.

NOTICE.—By the decease of Mr. WOODTHORPE CHARLES CLARKE, the Firm of HOOPER & CLARKE is this day dissolved, the undersigned sole surviving Partner will liquidate the same and continue the business (in conjunction with Mr. CHARLES FREDERICK HOOPER, who is this day admitted a Partner), under the name and style of HOOPER BROTHERS.
H. J. HOOPER.
22ap 2576 Yokohama, March 6th, 1867.

NOTICE.

THE Interest and Responsibility of Mr. PETER HAZEON in our Firm ceased on 31st December 1866.
ALFRED WILKINSON & Co.
9ju 2442 Shanghai, 8th March, 1867.

NOTICE.—Mr. WARREN DELANO Junr., and Mr. HENRY J. GREW, have retired from our firm, in Hong-kong and China, their interest and responsibility ceasing this day.
RUSSELL & Co.
30ju 1786 China, Jan. 1, 1867.

NOTICE.—Mr. EDWARD CUNNINGHAM, has re-entered our firm to which also Mr. WILLIAM H. FOSTER, Junr., is admitted partner, their interest and responsibility commencing this day.
RUSSELL & Co.
30ju 1786 China, Jan. 1, 1867.

NOTICE.—Mr. ALEXANDER HUTCHISON YULE'S authority to sign our Firm, per procuration, ceases from this date.
ROSS, BARBER & Co.
tf 1984 Yokohama, 31st Dec., 1866.

NOTICE.—The Partnership hitherto existing between JAMES SAMUEL BARBER, JOHN BAILEY ROSS and JAMES CAMPBELL FRASER, and conducted under the style and title of ROSS, BARBER & Co., is this day dissolved through lapse of time, so far as Mr. JAMES CAMPBELL FRASER is concerned, whose interest and responsibility in the Firm ceases from this day.
ROSS, BARBER & Co.
tf 1985 Yokohama, 31st Dec., 1866.

NOTICE.—Mr. JAMES CAMPBELL FRASER is duly authorised to conduct our business and to sign our Firm, per procuration.
ROSS, BARBER & Co.
tf 1986 Yokohama, 31st Dec., 1866.

NOTICE.—The interest and responsibility of Mr. JOHN GEORGE DUNN in our firm ceased on the 31st Ultimo.
REID & Co.
tf 1912 Shanghai, 2nd Jan., 1867.

NOTICE.—The business of Messrs. JOHN FORSTER & Co., Public Tea Inspectors and Commission Agents at this Port, has been transferred to the undersigned, who will continue the same in his own name from and after 1st May next.
EDWARD W. LOVELL.
tf 706 Kiukiang, April 21st, 1866.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.
J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864

INSURANCES.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.
SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each
Paid up Capital Taels 200,000.

DIRECTORS.
GEORGE TYSON, Esq., (Messrs. Russell & Co.) *Chairman.*
F. H. BELL, Esq., (Messrs. W. R. Adamson & Co.)
E. IVESON, Esq., (Messrs. Bower, Hanbury & Co.)
W. PROBST, Esq. (Messrs. WM. PUSTAU & Co.)
A. A. HAYES Esq., (Messrs. Olyphant & Co.)
J. P. TATE, Esq., (Messrs. Blain, Tate & Co.)

AGENCIES are established at the several Ports in China and Japan.
F. E. GWYN,—*Secretary.*
tf 320 Shanghai, 28th Nov., 1865.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING INCOME—SIX HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.
Premiums are payable in approved drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)
BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., *Managers.*
ESTABLISHED 1843.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.
GLOVER & Co.
8jy-67 465 Nagasaki, 1st July, 1864.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.
GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Act of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.
For further particulars apply to
GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.
TURNER & Co.
tf Shanghai, 9th April, 1862.

INSURANCES.

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES OF INSURANCE on any one Building with its contents to the extent of £5,000.
W. R. ADAMSON & Co.
tf 619 Shanghai, 10th July, 1865.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.
(Liability Limited.)
MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.
Losses can be made payable in Shanghai Hongkong, Calcutta, Melbourne, or London.
AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.
TURNER & Co.
tf Shanghai, 13th February, 1857.

THE NORTHERN ASSURANCE COMPANY.
CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.
For Terms, &c., apply to
TURNER & Co.
tf Shanghai, 3rd February, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building situated on the British Concession at Tzechuhsin, Tientsin.
SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:
1,—On Buildings or on their contents.
2,—On Ships, lying in port, or on their contents.
For further particulars apply to
WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

MISCELLANEOUS.

NEW "VICTORIA" DYES.
No. 2.
JUDSON'S
VICTORIA VIOLET,
AND
VICTORIA ROSE.
MAGENTA.
Trade Mark:
"A PEACOCK."
Packed in
1 lb. Tins at 16s. per lb.
2 oz. Bottles 1s. 6d. per oz.
2 oz. „ 1s. 6d. „

THESE Dyes are in FINE POWDER—dissolve thoroughly in warm water in the space of one minute—dye instantaneously with any other admixture; suitable for Cotton, Wool or Silk, Feathers, Fibres, Ivory, Hair, &c., &c.
The brilliancy of these dyes is unsurpassed, while their solubility is guaranteed, and they are warranted not to *spot.*
DANIEL JUDSON & SON,
LONDON.
Order JUDSON'S Victoria Dyes through any Merchant in England.
21de-67 1773 Shanghai, 29th Dec., 1866.

MISCELLANEOUS.

BENSON, J. W., by SPECIAL APPOINTMENT to H. R. H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H. H. the MAHARAJAH OF BURDWAN.

BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate Hill.

BENSON, J. W., MAKER of the GOLD CASKET presented by the City of London to H. R. H. the PRINCE OF WALES.

BENSON, J. W., MAKER of the CASKET presented by the City of London to H. R. H. PRINCE ALFRED.

BENSON, J. W., PRIZE MEDAL, LONDON, Class 33.

BENSON, J. W., PRIZE MEDAL, DUBLIN, Class 10.

BENSON, J. W., MAKER of the CHRONOGRAPH by which the DERBY is TIMED.

BENSON, J. W., MAKER of the GREAT CLOCK of the EXHIBITION, 1862.

BENSON'S Watch Pamphlet, *illustrated*, on every construction of Watch, with their prices.

BENSON'S WATCHES are sent to all parts of the World safe by post.

BENSON'S WATCHES,—Gold and Silver, at 200 to 2 Guineas, in all sizes, from half to 3 inches diameter.

BENSON'S WATCHES, CHRONOGRAPH, KEYLESS, REPEATERS.

BENSON'S WATCHES, CHRONOMETER, DUPLEX, LEVER.

BENSON'S WATCHES, HORIZONTAL, CENTRE SECONDS, &c.

BENSON'S INDIAN WATCH, compensated for all Climates. Silver, 25 Guineas: Gold, 40 Guineas.

BENSON'S "EXACT" WATCH, for Extreme Temperatures. Silver, 25 Guineas: Gold, 40 Guineas.

BENSON'S CLOCKS for the DRAWING, DINING, and BED-ROOMS, from 2 to 2,000 Guineas.

BENSON'S CLOCKS for the HALL, LIBRARY, and CARRIAGE.

BENSON'S CLOCKS for CHURCHES TURRETS, and STABLES. Estimates sent.

CANDELABRA in ORMOLU and BRONZE.

CANDELABRA in SILVER and ELECTRO-PLATE.

BRONZES d'Art by ROSA & ISIDORE BONHEUR, PRADIER, MENE, BARYE, &c.

JEWELLERY, DIAMOND, of ORIGINAL DESIGNS.

JEWELLERY for BRIDAL and other PRESENTS.

SILVER PLATE for RACING, FIELD, or AQUATIC SPORTS.

SILVER PLATE for the SIDEBOARD, DINNER, and TEA TABLES.

SILVER PLATE for INDIA.

BENSON'S PLATE PAMPHLET, *illustrated*, contains 300 Engravings.

58 & 60, LUDGATE-HILL, 25, OLD BOND-STREET and 99, WEST BOURNE-GROVE.
6ap-1867 1026 October 6th, 1866.

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ADVERTISEMENTS.

NOTICE.

COMPTOIR D'ESCOMPTE DE PARIS,

Shanghai Agency.

I have this day taken charge of the above Agency.

H. WALLICH,
Manager.

22jn 2829 Shanghai, April 22nd, 1867.

NOTICE.—Mr. Rufus Franklin Eastlack is authorised to sign our Firm from this date.

FRAZAR & Co.

6my 2830 Shanghai, 18th April, 1867.

COLTS' REVOLVERS,

As supplied to and adopted by the English, American, Russian, Prussian, and many other Governments, are recognised to be the most durable and efficient Revolvers existing for House Protection, Travellers and Officers. Colt's Revolving

RIFLES, SHOT-GUNS
AND
PISTOL-CARBINES

(Pistol with attachable stock.) Exhibition Prize Medal awarded, 1862. Beware of Counterfeits. Every arm is London-proved, and bears the Company's trade marks.

HOLSTERS, BELTS, POUCHES, AMMUNITION, Address—

COLT'S FIRE-ARMS COMPANY,
14, PALL MALL, LONDON,
Also to be had through any East India or Colonial Agency.

15ma 2514 March 16th, 1867.

NISSEN & PARKER,

Engravers, 43, Mark Lane, London.

Bank Notes, Cheques, Drafts
CERTIFICATES, BONDS, SHARE PLATES.
Bankers and Merchants Account Books,
ALL USUAL PATTERNS SUPPLIED FOR
Joint-Stock Banks and Public Companies.

GENERAL EXPORTERS

To the East and West Indies, China, and South America, of Saddlery, Fire Arms, Clothing, Plated Ware, Musical Instruments, &c., &c.,

For Sale or Consumption.

tf 737 Shanghai, 8th September, 1866.

JOHN MOIR & SON,

ABERDEEN,

Beg to inform their customers, that, in addition to their

PRESERVED PROVISIONS

they are now prepared to supply, of their own Manufacture,

Pickles, Sauces, Tart Fruits, and every description of Oilmen's Stores.

22ju-67 1772 December 22nd, 1866.

Miscellaneous Intelligence.

LATEST DATES.

England.. (*tel.*)..	Mar.	19	Hankow,.....	April	18
Hongkong, ...	April	13	Nagasaki,.....	„	11
Tientsin,.....	„	13	Yokohama,.....	„	17

Latest dates in England, from China,—

Hongkong,..... Jan. 1 } Received via Marseilles
Shanghai,..... Dec. 25 } Feb. 12th.

METEOROLOGICAL TABLE.

Date.	Time of High or Low Water.	Rise or Fall.	Wind.	Force.	I.	Bar.	Ther.
	h. m.	ft. in.				″ ′	°
Apr. 12 H.W.	6.57	21.06	N. E.	6	m	30.04	56
„ 13 L.W.	3.39	14.07	N. by E.	5	b	30.03	56
„ 14 H.W.	8.25	19.02	S.EbyE.	3	b	29.96	60
„ 14 L.W.	5.22	12.05	S. S. E.	3	r	29.79	56
„ 15 L.W.	5.37	13.02	N. by W.	2	o	29.79	57
„ 15 H.W.	9.58	20.08	N. by E.	3	c	29.86	59
„ 15 L.W.	6.14	13.02	N. N. E.	3	b	29.91	56
„ 16 L.W.	6.48	13.07	„	3	b	30.03	56
„ 16 H.W.	10.51	21.00	E. N. E.	3	b	30.08	60
„ 16 L.W.	7.10	12.07	E. by N.	3	o	30.03	56
„ 17 L.W.	7.58	12.06	E. S. E.	4	r	29.99	56
„ 17 H.W.	11.40	20.11	S.EbyS.	6	c	29.91	60
„ 18 L.W.	8.23	12.00	N. W.	2	b	29.99	65
„ 18 H.W.	0.32	20.11	N. N. W.	3	b	29.99	65
„ 19 L.W.	9.04	12.10	NEby E.	5	m	30.13	57
„ 19 H.W.	1.06	21.07	„	4	c	30.14	56
„ 20 L.W.	9.09	11.08	E. S. E.	3	b	30.06	59
„ 20 H.W.	1.14	20.02	„	4	c	29.99	59
„ 21 L.W.	10.14	12.04	S. by W.	1	r	29.79	58
„ 21 H.W.	2.08	20.11	N. W.	2	c	29.79	60

EXPLANATION.

F. Force (1 to 12). I. Initials; b. blue sky; c. clouds f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. thunder; z. calm.

DEATHS.

At, No. 156, on the 10th inst., of Typhus fever, Henry Willgoss, Esquire, of the firm of Hughes, Willgoss & Co., Yokohama.

At Shanghai, on the 22nd instant, Robert Thin, M.D., aged 23.

PASSENGERS.

Arrived.—Per str. "Sunda," from Hongkong, Messrs. Ashton, Munroe, Forster, Mahomet, and 39 Chinese. Per str. "Dupleix," from Hongkong, Cte. de Lallemand, Cte. de Rochechouart, Tascher de la Pagerie, de Monbel, Dr. Martin, Messrs. Fabre, Grenet, and Norion. Per str. "Fusi-Yama," from Hankow, Messrs. Shepherd, Gareboath, McDonnell, and three Sisters of Charity; from Chinkiang, Mr. Canny. Per M.I. str. "Phase," from Yokohama, Messrs. Dillon, Jaffard, Knevitt and servant, Ah Wah, Lo Gao, and Fletcher. Per str. "Nepaul," from Nagasaki, Messrs. Jones, Bullock, Wilson, Adams, Captains Hutchins and Sutherland, 3 Japanese.

To leave.—Per str. "Sunda," for Hongkong, Messrs. Stevenson, Bernice, Carr, and Bussell, 3 Chinese.

The P. & O. Co.'s Str. "Sunda," with Mails &c., for Europe, will leave Tomorrow, the 23rd Instant.

The London Mail of the 11th Mar., due in Hongkong on the 21st April, and here on the 26th.—It arrived last year on the 24th April, per *Singapore*.

The French Mail of March 19th, due in Hongkong on the 29th April and here on the 4th of May. It arrived last year on the 2nd of May, per M. I. "*Labourdonnais.*"

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, MONDAY, APRIL 22, 1867.

The English mail of the 26th February arrived on the 13th instant, with telegrams to the 9th March. Advices have been received viâ Kiachta to the 19th idem. The *Sunda* leaves to-morrow with the homeward mail. The M. I. steamer is advertised to leave a few hours later.

The following ships have arrived during the last fortnight:—*Lennox Castle* from London, *Louisa Carrara*, New York; *Carl Ritter*, Iloilo; and *Anglo Saxon*, Sydney. And the *Vanguard* has sailed for London.

The movements of the Nienfei on the north bank of the Yangtze have lately attracted some attention, and a political importance has been lent them which they do not seem to merit. They are in every sense of the word banditti, numerous and formidable no doubt, but having no professed creed or object beyond plunder. The truism has been repeated, *usque ad nauseam*, that insurrection of some kind is the nominal condition of China; and distress, however caused, in any district, always aggravates the evil. The sufferers seek, by brigandage, the supplies of which they have been deprived by floods, failure of the crops or other causes; and go to swell the roving bands of banditti who form ready nuclei round which the disaffected cluster. The hordes now devastating the banks of the Yangtsze, owe their present strength to a similar cause. Under the same influence which raised the level of that river to an almost unprecedented height, the Hwang-ho last year burst its banks and flooded an immense tract of country in Kiang-nan, causing widespread ruin and distress. And here at once arose a fertile recruiting ground for the Nienfei who were already prowling through Honan and Shantung. While some of the wretched inhabitants sought relief at the hands of government and private charity, in Nanking, others betook themselves to plunder, joining for the purpose the ranks of the neighboring banditti. Reports have, from time to time, reached us of operations by the Imperialists against these insurgent bands, with varying success. First, Tsen-kwo-fan was in the field against them, in Shantung; then Li-hung-chang joined in the campaign, and utter annihilation was the least fate threatened them. In fact, several successes, and, eventually, their extinction were reported; the fact being apparently that, finding themselves overmatched, they had crossed to Honan, in which and the adjacent provinces they have since been roaming. Li is still in the field against them, but has a difficult enemy to deal with. So long as the Mahrattas confined themselves to sudden dashes with their active irregular cavalry, they set us comparatively at defiance, but when they were ill-advised enough to risk a pitched battle, superior arms and discipline told their true tale. So it is with the Nienfei; inferior in arms and equipment to the Imperialists, they evade the latter by the rapidity of their movements, and occasionally even inflict on them severe losses, by sudden and unexpected swoops. In their ability, however, to withstand in pitched battle the army that Li has in the field, we utterly disbelieve. As we remarked before, they are banditti, active and formidable, but banditti only. Judging from the reports which reach us of their doings, the Taepings were angels of light by comparison. They had, at least, some respect for custom and reputation; they held out religion and dominion as a motive for their acts. The Nienfei aspire to nothing but plunder, and in its pursuit every conceivable enormity is perpetrated. Their numbers, too, are supported by the cruel course they pursue. They burn the villages they have sacked; kill the women, the old men and children whom they capture; and offer the able-bodied survivors the choice of carrying a spear or falling by the sword. When their houses and property are destroyed, and their relations butchered, there is small temptation to the latter to desert their ranks, for the pleasure of returning to shiver and lament over a blackened and desolate hearth.

Summary of News.

It has been decided at a meeting of the Volunteer Corps, to purchase 50 Snider converted Enfields, which will be sufficient to re-arm the effective members.

A meeting of shareholders in the Brick and Saw Mill Company was also held on the 19th inst.; but as there were not sufficient votes represented to form a quorum, no proceedings could be taken.

The meeting of Land Renters announced for the 25th inst., has been postponed till the 29th.

An important bottomry case, *re* the barq. "*Seaton*," has been tried before the Supreme Court. A full report will be found elsewhere.

Among other interesting particulars regarding the movements of the Nienfei, a local contemporary informed its readers, a short time ago, that—"Major Doyle, who is in command of one of the Imperial contingents and had taken them some 400 miles into the interior, was deserted by his Chinese soldiers and his bodyguard had turned against him;" further, that the rebels had "succeeded in completely circumventing Li-Footai, and his army in the north,' and that Nanking itself was almost undefended, there being "only a few coolies" to man the guns in case of an attack.

Thinking all these statements savoured strongly of the exaggeration which has characterised all reports of rebel movements, we took steps to ascertain their accuracy, and are happy to learn that Li Futai has not been surrounded, nor is in the least danger of being so; that Major Doyle's bodyguard never turned against him nor threatened to do so; that his brigade have not deserted him nor are likely to do so, inasmuch as, with the exception of a few who are in Honan with Li, they are encamped outside the West gate of Nanking, in perfect readiness to man their guns if ever the Nienfei cross the river and the 150 or 200 miles of country which at present separate them from that city. For the whole of this exciting story, which went to prove that disaffection existed among the most trusted of Li's troops, we can discover no broader foundation than the following. Major Doyle, accompanied by a "bodyguard" of two men, was on his way up-country to join the army. In an out of the way place, his boatmen, eleven in number, demanded from him an advance of wages. He refused; they insisted, and at length became violent; the "body guard," fearing to encounter five times their own number, did not show the determined front they should have done. However, the whole affair passed over as such disputes generally do. It was no doubt very remiss on the part of the "body guard" to show so little courage, but the facts scarcely amount to the desertion of a brigade. Major Doyle has since been obliged to return from ill-health.

A Chinkiang correspondent says a letter was received there a week ago from a missionary in Nganking, saying all was quiet, and that there was no appearance of any Nienfei in the neighbourhood.

Hankow.—A correspondent writes.—Having just passed up the river I am able from personal observation to show the value of the absurd rumours that have been set abroad regarding the proceedings and strength of the Nienfei. First, then, Wu-hu still flies the Imperial flag, and I saw some hundreds of mandarin soldiers going through their usual exercise with their spears as I passed. At Tatung, not a vestige or sign of disorder, nor the smallest effect of any Nienfei raid can be observed. The Customs' cruiser *Lone Star* is still peaceably at anchor; and the tide-waiters in charge not only affirm that no Nienfei have been heard of thus far; but wonder at so many enquiries being made about them. The *Plymouth Rock* people say that when they last arrived in Shanghai from hence, they were boarded before they got to the wharf, by people wanting to know if Nanking were taken, and all sorts of nonsense. Nganking has been perfectly undisturbed by either local or other banditti; and the same may honestly be said of both banks of the Yangtze as far up as Olyphant Island, some seven miles below Kiukiang. From enquiries made at the latter port, I gathered that some parties of Nienfei, mostly horsemen, have been wandering about on the left bank, above Kiukiang and below Cock's head, creating, of course, great excitement and terror among the inhabitants. Wusieh, a town about 30 miles above Kiukiang, was visited last month by a number of banditti, about 3 or 400 strong, who plundered and alarmed the country people all around; and frightened the foreign tidewaiters in charge there, to Kiukiang. The robbers, however, only remained four days, and the people then went back, as well as the tide-waiters, to find that little damage had been done to the houses, but that everything portable had been stolen. When I passed Hunter Island, about 14 miles above Kiukiang, I personally saw about 300 refugees going back to the mainland. There were no refugees on Collinson Island; neither did I observe any signs of disquietude as far as Grovener Island. I think it is evident from this that the strength and proceedings of the Nienfei have been grossly exaggerated; and go on to tell you one of the ill effects the excitement that has been got up about them is producing. The rowdy element is again on the *qui vive*. Foreigners have been attempting to run arms to the rebels; but have not, I believe, met with much success. The *Hankow Times* alluded to this last week, and mentioned the proximity of the Nienfei to this port, where, however, they do not excite the slightest apprehension. They are believed to have about ten foreigners with them. Li-hung-chang has not been surrounded nor attacked, and is making arrangements with Kwo's contingent to attack the main body of insurgents, believed to be about 2,500 strong.

From Yokohama, we learn that Sir Harry Parkes and the Dutch envoy have already left on the long talked of visit to Osaka, and the French and American representatives are expected soon to follow. The probability of further disturbances from Chosiu is rumoured. Another daimio, the prince of Higno, refuses to give up some of Chosiu's men whom he took prisoners during the late civil war; and Chosiu insists on their immediate surrender.

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Editorial Selections.

"THE INTERIOR."

An exaggerated impression is nearly always conceived of that which is imperfectly known. In endeavouring to penetrate a veil of mystery, the imagination is sure to conjure up a picture far exceeding in richness that actually concealed. With the ancients, this propensity resulted in descriptions of Amazons and Centaurs. Persian and Hindostanee literature wanders into trackless jungle, when it transgresses the limits of the known, and peoples it with genii and sorcerers. Europeans, being of a more practical turn, err generally in the direction of wealth. The imaginary Eldorado was speedily conjured up from the tales of early voyagers to America; and a Cathay clothed in silk and revelling in luxury was suggested by the few pieces of silk which, three centuries ago, found their tedious way to Western countries. Even at the present day, an odour of frankinsense and myrrh hovers round Arabian caravans; and the imagination runs riot amid the beauties of the vale of Cashmere. An old proverb accounts for this by saying that "distance lends enchantment to the view." But distance does not seem an essential element in the process. We, living on the borders of China, still indulge in golden dreams of the results to ensue when railways shall have opened up communication with the "interior," and small steamers shall ply freely on the "inland waters." Native produce of unknown kinds and quantity is to pour westward to the coast, while a continuous stream of shirtings is to flow steadily back in exchange. The coal fields of the North-west and Centre are to supersede those of Bulli-Bulli and West Hartley, and the mountains of Yunnan are to contribute their share towards the metallic wealth of the world. Another peculiarity, however, is that, while we draw these hopeful inferences from increased facility of communication, the prospect presents itself under so very different a light to the Chinese. To us, railways mean free intercourse, enlightenment, commerce, and wealth; to the mandarins they suggest rowdyism, the overthrow of time-honoured custom and tradition, disturbance, and ruin. Western nations estimate their prosperity by the value of their exports as much as by their imports. Chinamen, as a rule, hold keeping their own and adding to it, the wiser rule of political economy. True, growers and merchants have found the sale of tea and silk a pleasant and lucrative business. But the people at large, like the Japanese, complain that the result has been an increase in the value of those articles. And while we know from experience that new occupations and higher wages result from the introduction of steam as a means of carriage, Prince Kung looks on it as implying idleness and starvation to "several millions of the boating population." The time, however, must come where the accuracy of both views will be tested. However slowly and gradually, the appliances of superior civilisation must, eventually, be accepted; and we trust the hopeful anticipations of foreigners may then be realised, as effectually as the dire apprehensions of Chinese will be dispelled.

Du Halde, whether writing from hearsay or from notes furnished by actual observation of his correspondents, describes Yunan as one of the richest provinces in the empire. It contained in his time twenty-one cities of the first rank, and fifty-five of the second; and was "watered everywhere by rivers whereof several take their rise from considerable lakes." Gold was gathered "out of the sand of the torrents that descend from the mountains situated in the Western part of the province," whence he "fairly judged that those mountains contained gold mines which would produce immense riches, were they suffered to be opened." The province also contained copper and amber—"in a word rubies, agates, sapphires, pearls, precious stones, musk, silk and a very beautiful marble, some of which naturally represents flowers, trees and rivers." No doubt this description was rather highly coloured, under the influence of that tendency to belaud every thing oriental which prevailed at the time it was written. But more recent enquiry has proved at least the substance to be correct. It is true the precious stones ascribed to Yunan are in all probability products of Burmah, brought eastward by the caravans which yearly cross the frontier from China. But at least the tale of their existence in Yunan was true. And in view of future railway communication with these districts, it is interesting to know what traffic awaits its introduction. The lines proposed by Sir Macdonald Stephenson, from Calcutta eastward and Canton westward, were to meet at the exchange mart of Bamo, which is the recognised entrepot between the two countries. Every year a caravan arrives there from the celestial empire, bringing velvet, honey, paper gold leaf, ironware, &c., &c., to exchange against the cotton, ivory and jewels of Burmah, and the opium and cotton goods imported to Rangoon by the English, and carried thence into the interior by native merchants;—every year, at least, in which it can travel with safety. For, the disturbances of which Yunan is constantly a theatre, sometimes render the transport of merchandise too insecure to be attempted. It is easy to conceive the delight with which the rebels who periodically disturb these districts, would pounce on a caravan laden with the wealth of Ava and Pegu.

The perseverance too which has gained for the Chinese the name, Anglo Saxons of the east, has impelled them to take up their residence across the frontier, and there to create business of their own. They have the best shops in Mandalay, and nearly monopolise the distilleries of sugar which the Burmese themselves are too inert to carry on. At Amarapoora they had a quarter of the town to themselves, which they declined to quit when the King transferred his capital to Mandalay. A force was sent to expel them, but they barricaded their streets, and eventually the attempt to remove them was abandoned. The trade in metals in Yunan was greater, according to Du Halde, than in any other province; though he sometimes rushes into speculation, when particularising the source of its mineral wealth. The mountains near Chou-hyung, for example, contain, "some of them silver mines, in case they were opened"—a statement which does not carry conviction. The neighborhood of Kintong, too, is said to be similarly fortunate, and the hills of Ko-king are specially replete with gold. Making, however, all allowance for exaggeration, there is no doubt that the mineral wealth of Yunan is great, and that a large traffic exists between it and Burmah, along the line of route which a railway would follow. Completion of the Chinese share of this undertaking is, we fear, distant enough. But the early construction of a railway across Burmah, which will meet the Chinese caravans at Bamo, may be looked for with certainty. And it is well to know that the project of tapping the western provinces of China by this means, is not likely to prove a fruitless undertaking.

THE "SEATON" CASE.

The case of the barque *Seaton* probably ranked among the list of grievances on which the Taotai based his memorable despatch of the 17th January, claiming pity for the "many hundred innocent native merchants who had been brought to ruin" through the defalcations, nominally of Chinese compradores, but, inferentially, of foreign merchants. And it must be admitted that he had, here, some apparent ground of complaint. Even an English Court of Law has declined to recognise the validity of the bond, so far as regarded the hypothecation of the cargo; and to Chinese, unacquainted with the principle of bottomry, the detention of their property must have seemed singularly unjust. That the ship should come to so condign grief, was bad enough; but that, in addition to the loss and annoyance sustained through this delay, the cargo itself should be withheld from them to pay for her repairs, was an anomaly that called for vigorous protest.

The case arose out of severe injuries sustained by the *Seaton*, during a voyage from Swatow to Shanghai undertaken last November. Fifteen days after leaving port she was caught in a violent storm, which reduced the vessel nearly to a wreck. The bulwarks were washed away, the main hatch stove in, the long boat smashed, the main and fore yards carried away, and the mizen mast sprung, besides minor injuries. Sufficient sail could not be got up to return to Swatow, and the ship had to anchor temporarily in a bay a few miles distant. When eventually she returned to port, the extreme process of hypothecating cargo as well as hull had to be resorted to, to raise sufficient money for her repair. On the wisdom of the outlay of $14,000,—by which her agent succeeded in raising her value from the $8,000 at which he estimated it on her return, to $12,000,—we will not comment. The proceeding savours of throwing good money after bad; but was doubtless suggested by a laudable anxiety to forward the views of Chinese shippers. They expressed a desire that their cargo should be forwarded to its destination, and the alternative of doing this by another ship, instead of repairing the unhappy *Seaton* for the purpose, was overlooked. True, they are said to have opposed the hypothecation of their cargo for the purpose; but they only expressed their dissent in ordinary instead of formal language, and it was disregarded. The required sum was accordingly raised and, after two months delay, she again proceeded on her voyage.

Arrived here, her difficulties recurred, with all the difference in force that exists between contracting a loan and meeting it. The Chinamen wanted their cargo, the agents could not deliver it. The good offices of the Taotai were, as usual, invoked; and, as usual, His Excellency's ready pen was at the disposal of his suffering countrymen. The hardship of the case was pointed out to the British Consular authorities, and the unconditional release of the cargo sought. The case, however, was already in the hands of the Court, and His Excellency was no doubt reminded, as pertinently as in the case of Chequai's silk, that no interference with the due course of law could be recognised. This course has now been run, and the cargo released from durance. The Chief Judge was not satisfied that the Chinese had had a fair opportunity of expressing formal assent or dissent from the proposed hypothecation of their cargo, and released them on this ground from liability. The view he has taken will, we think, be generally concurred in. The conversational mention made by Mr. Vincent of the course he intended to pursue, might have held good with Europeans, who clearly understood the position. But a very vast amount of explanation would be needed to lead Chinamen up to this point. Being utterly ignorant of the nature of British "respondentia" law, they would immediately demur, as Mr Vincent admitted they did, when the suggestion of selling their cargo was made. With an equally vague notion that money would, somehow or other, be supplied by Insurance Companies, they would equally desire that the ship should be repaired as soon as possible. And it would be manifestly unjust to hold them bound by expressions thus uttered in the dark. The loss that must ensue to the bond-holders is a hard one; but, as any informality in the transaction lies at their door, it is obviously fair that they, rather than the Chinese, should suffer.

WATER SUPPLY.

It has been remarked, as a singular coincidence, that a majority of fires occur, here, at low water; and the inference has been widely drawn, from this and other circumstances, that they are the work of incendiarism. The occurrence of the double fire on Sunday night seemed to favour this view, and we have even heard a gentleman who passed by, about ten minutes before the first broke out, affirm that he smelt gunpowder strongly,—inferring the use of a slow match. The Chinese—that is the more practical portion, incline strongly to the "jung-dow" theory; others have a totally different explanation. The former see, in the opportunity burglars enjoy for carrying off property in the confusion, quite sufficient motive for incendiarism. Others attribute all misfortunes at the present time to a supernatural document which fell during a recent storm, and the writing on which, like that on the wall, nobody can decipher. It was picked up in the outskirts, by somebody living in Lowza and, miraculous to relate, was perfectly dry although rain was falling all around. The finder has since died, and unless some one can be found to read the writing, heavy misfortunes are predicted. So runs the second theory. We incline, ourselves, to discard both, and to take refuge in that of chance. As in the case of the Ne-wo bank books, there seems room for strong suspicion; but it is difficult on further examination to detect any substantial ground on which to rest it. Fires certainly afford convenient opportunities for looting, and quite accord with Chinese modes of action; but the conclusion that a band of incendiaries is systematically operating, with a view to plunder, is a very serious and unpleasant one to arrive at, without more tangible evidence than has yet been forthcoming.

At any rate, the experience of Sunday evening showed that we are still very deficient in appliances for the extinction of fires, when they do occur. The organisation of a Fire brigade was a great step in advance, and its members have done most efficient service, since their enrolment. But the difficulty of procuring water sometimes paralyses them. One of two things requires to be done, either to take measures for securing a supply of water, or to provide greater facilities for getting at that already available. There are plenty of wells about, but they are generally situated up some narrow passage, where the engines cannot reach them. It would, however, be quite possible to procure two smaller engines, sufficiently narrow to get at these sources of supply, and feed the larger one; or, as has been also suggested, to import one of still greater power, which should be employed to feed the present ones when water can only be obtained from a distance. A truer remedy, however, though one involving a large outlay at the commencement, is the improvement of our water supply. So many Companies have been started here and failed, that the formation of a new one may be regarded with some apprehension. Any one, however, who will count the probable cost of constructing a reservoir on the Soochow creek, purchasing a small steam engine to fill it, and laying pipes down the principal streets,—and compare the interest on the capital required, with the present aggregate payment to water coolies, will, we think, regard the prospects of an enterprise having for its object to supply water to the settlement, as not altogether hopeless. We should get a better and abundant supply in our houses, if such a scheme were carried out, and the constant danger of fires spreading from want of water to extinguish them, would be at an end.

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THE VOLUNTEER MEETING.

A meeting was held on the 18th instant, Sir Edmund Hornby in the Chair, to discuss the propriety of re-arming the corps with a breech-loading rifle.

The following letter details the scheme by which it is proposed to supply the 50 Snider Rifles that are to be ordered.

Shanghai, 11th April, 1867.

Sir Edmund Hornby,

Commandant S. V. C.

Dear Sir,—The undersigned members of the Shanghai Volunteer Corps, being anxious that the Rifle Company should be armed with more efficient weapons than it now possesses, and believing in the feasibility of accomplishing so desirable an object, beg to request, in accordance with Rule 36 of the standing orders, that you will be so good as to call a Meeting of the Corps as soon as possible, to consider a proposition that will be brought forward (some particulars of which are hereunto annexed) for obtaining a *Stand of Fifty "Snider" Breech-loaders*, without making any pecuniary demand upon the individual members.

We have the honor to be,

Dear Sir,

Your most humble and obedient Servants,

(Here follow 32 names.)

Ways and means to obtain a *Stand of Fifty "Snider" Breech-loaders* for the Shanghai Volunteer Corps.

	£ s. d.
50 Machine-made Interchangeable Long Enfield Rifles, as furnished to H. M.'s War Department, converted on the Snider plan, can be supplied by Jns. Kerr & Co., successors to the London Armoury Company, at £5.5=	262.10.0
20,000 Rounds of Boxer Ammunition at 3.10=	70. 0.0.
Freight, Insurance, etc., say ...	15. 0.0.
Total cost	£ 347.10.0.

£347.10. at 6/=Taels 1,158.

To meet this expense there is a Credit Balance at the Hongkong and Shanghai Bank of	Tls. 750.00
39 Unpaid Subscriptions of ordinary members for the present half year, which at 5 taels each, amount to 195 taels, or allowing for some defaulters, say	„ 170.00
110 Subscriptions of 5 taels each may be reckoned on from ordinary members, and 10 of 10 taels each from honorary for next half year, making	„ 650.00
The 10,000 Rounds of Ammunition which we have in store will realize, even if sold at the low rate now charged to members of the Corps ...	„ 100.00
50 old Rifles, which can be sold at 10 taels = ...	„ 500.00
making a total of	Taels 2,170.00
From this sum must be deducted the liabilities of the Corps and the working expenses up to the end of year, which are as follows: Owing to Hibbert & Co., for accoutrements etc., £ 200 at 6/= ... ...taels 666	
9 month's wages for 3 coolies at 5 taels = ...	„ 135
9 month's incidental expenses at 15 taels = ...	„ 135
altogether	Taels 936.00
Leaving an available balance at the end of the year of	Taels 1,234.00

Thus shewing that if the arms have to be paid for this year, which is hardly likely, for we shall probably not have received them, we shall be provided with ample funds—and if they arrive after the 1st Janv. 1868, shall have another half year's subscriptions at our command, which will amount to 500 taels more.

It is proposed, therefore, to order the 50 Rifles at once, and remit £200 with the order, which will be accepted by the manufacturers as an earnest of our good faith.

50 Rifles will arm all the really effective members of the Rifle Company.

Each member when he has a Rifle served out to him should be required to deposit a small sum, say 5 taels, as a guarantee for its safe custody. Many Rifles have been served out to members of the Corps who have taken no care whatever of them, and in some instances lost them altogether. If need be, this deposit money will help to pay for their Rifles.

In order to reduce the now somewhat heavy working expenses of the Corps it is suggested that the services of Corporal Mc. Millan be dispensed with, and the coolies in charge of the Armoury and Rifle Butts placed under the more immediate direction of the Musketry Instructor and the Quarter Master. By this means a saving will be effected of at least 30 dollars per month. The services of an extra man can always be obtained if found necessary during the Class Firing or at Prize Meetings.

Any Member of the Corps wishing to purchase his Rifle outright, can do so by adding £5.5. to the sum.

The Chairman read the proposal submitted by 32 members who had requested him to call the meeting, from which it appeared that there would be ample funds in hand to meet the expense of getting out 50 Snider converted Enfields with a supply of Boxer ammunition.

M. Cann then proposed and Mr. Kidner seconded.

That the scheme detailed in the letter to the Commandant be carried into effect.

Mr. Croom read an extract from the *Army and Navy Gazette*, mentioning that the Snider converted weapons had turned out unfavourably in a recent trial, and proposed as an amendment.

"That the present weapons be retained for the present.

Mr. Lawrance seconded this amendment which, after some further discussion was put to the meeting and lost.

Mr. Gibb then proposed and Mr. Croom seconded.

That the number to be ordered be reduced from 50 to 25.

This was also lost. Mr. Haslam then proposed an addition to the original resolution, to the effect that the order should be given on the understanding that it was only to be executed if the Snider weapon were still the Government arm at the time of its receipt.

The proposer and seconder agreed to this and the resolution was then put and carried, as follows.

That the scheme for arming the Rifle Company with fifty breech-loading rifles as detailed in a memorandum accompanying the letter to Sir Edmund Hornby dated 11th April 1867 and signed by thirty-two members of the corps be carried into effect, with this proviso that Messrs. Kerr be told that the order is only to be executed provided the Snider rifle is at the time when they receive it the weapon adopted by the Government.

The meeting then broke up with a vote of thanks to the Chairman.

ROYAL ASIATIC SOCIETY.

Among the papers read at the meeting of the Society held on the 18th inst. was one by Dr. Macgowan, Commissioner of the East India Telegraph Company, giving amongst other interesting information, some Statistical Notes on the steamers sold to Japanese daimios, with remarks on the condition of that Empire.

After the conclusion of the paper, information having been requested of Dr. Macgowan respecting the prospect of Telegraphs in China and Japan; he remarked that with regard to Japan he found the Government of Yedo well disposed towards the enterprise, which, but for the death of the Mikado would probably by this time have arranged for the construction of a line between Yokohama and Yedo. He believes that the time is not distant when Japan will be connected by Telegraph with the Russo-American line at the Amoor, and he thinks it not unlikely that Shanghai may, by means of a cable to Japan, find its readiest channel of communication with America to Europe.

A full report of the proceedings will be published in our next issue.

NOTES ON CHINESE ENTOMOLOGY.

On my arrival in Shanghai I was somewhat surprised to find that, amongst so many foreigners resident here, there were so few who had the desire to study any of the several branches of Natural History, and that the majority considered the hours passed in this useful pursuit as time thrown away and wasted, and the leisure devoted to muscular exercise was well employed. Riding, cricket, and gymnastics are without doubt healthy and pleasant modes of amusement, and are to a certain extent necessary to any one desirous of enjoying good health in this trying clime; but I would suggest that an hour or two now and then, a space of time that could be easily spared, might be devoted to the study of one of the branches of natural history, more especially as so little is known of the animal, vegetable, or mineral worlds of this vast empire; and I am sure any one who determines to undertake one of these studies, will acknowledge himself thoroughly repaid by the many unknown mysteries and peculiarities that are daily opened out to him, and will find a constant pleasure in his afternoon and evening rambles when wandering on his collecting expedition through the country. I would recommend the student resident in Shanghai to study Entomology in preference to any other branch of Nature, because the facilities afforded him in this pursuit are more numerous than any other, and the neighbourhood is richer in insects than in birds or geological strata.

The devotee having decided on studying Entomology, may now take a walk in the country, and he will see suspended from the bare branches of the trees what at first sight he supposes to be a dead leaf that has withstood the blasts of winter, but on nearer approach he is surprised to find it is a fine Silken Cocoon, that had been spun by the caterpillar during last October or November, and cannot help but admire the instinct shown by the larvae in covering the stalk of the leaf with silk and making it secure to the branch above in such a manner that the strongest wind could not move it from its fixed position. The worm, after looking about for a good stout leaf on which to commence its preparations, sets to work, by beginning to cover the leaf with a fine light brown Silk, continuing this coating over the stem and attaching it firmly to the branch above, so as to prevent the leaf being blown away by the winter winds: having finished the coating of the stalk, our little but industrious friend descends again and draws the edges of the leaf together, thus forming a perfect external covering in which it spins a strong durable Cocoon of fine Silk, and it is in this habitation the caterpillar undergoes the wonderful change from the larvae or worm to the Chrysalis or Pupa, and passes the winter months secure from birds and other enemies; as the warm sun of May makes its appearance, our little hermit undergoes another wonderful change, this time from the apparently lifeless grub, to the gay Imago, which on making its exit, rests for about an hour, at the end of which time its wings being fully developed it flies away to enjoy freedom, lays its eggs if a female; and a few days after dies, unless caught by the Entomologist, who after depriving it of life, pins it out in a somewhat natural position and placing it away in his cabinet classifies it as a specimen of Saturnia Cynthia. The "Saturnia Cynthia" is a large moth the expanse of its wings being about five inches.—The edges of the wings are bound with a greyish band; joining this and near the centre of the wing runs a cream-colored band; the ground colour being brown. *Upper side.*—The *upper* or *anterior* wings have an eye like a spot near the *tips*, upper half white and lower half black, being surmounted with a white zig-zag'd line running to the extreme *tips*; an ash-coloured bar branches from the *base* or near the *shoulder*, and continues for about half an inch in a straight line, when it is suddenly deflected and terminates on the *anterior margin*; between the bar and the cream-coloured band is a crescent-shaped spot surmounted with a black mark. The *lower* or *posterior* wings have an ash-colored arched bar, and a crescent-shaped spot. The *under side* of the wings is somewhat similar to the upper, the colour only being a little fainter.

Where there is a nicely sheltered patch of green grass, the collector will find several kinds of larvae of moths, belonging chiefly to the group of insects known as Nocturna; of course at this early period of the year, the larvae you find are either hybernated or very small, the latter only being in their first or second stage. The best method of finding these is to use a strongly made net, sweep it along the ground where the fresh looking grass is, and on emptying it after every three or four sweeps, the entomologist will find probably half a dozen or more larvae; these, with some of the grass and ground plants growing round where he found them, can for the present be stowed away in boxes, and on arrival home he should *at once* transfer them to the larvae cages with a good supply of fresh food. The best boxes for collecting are the common stout cardboard pill boxes. The following is a good description of cage for rearing the larvae in:—Get *twelve* pieces of wood,—*one* inch thick, *one* wide, and about *one* foot long,—place four of them perpendicularly, and join four others horizontally on the top, the remaining four on the bottom of the four uprights, so as to form the skeleton of a cube; all the sides and the top should be covered with gauze to prevent the caterpillars escaping, and to enable the student to observe the habits of the larvae, and to notice the wonderful changes it undergoes before making its début as the beautiful imago. Another advantage of this kind of cage is, the caterpillars get a bountiful supply of fresh air which they require, and if not provided for them, die. It is necessary that the food supplied to the larvae should be fresh, and the best way of doing this is to place the stalks of the leaves or grass, as the case may be, in a bottle of water, taking great care to choose a bottle having a narrow neck, to prevent the larvae falling into the water and being drowned; by this plan the food is kept in a fresh condition until the whole is consumed.

II.

THE "MURDER CASE"

To the Editor of the

North-China Herald.

Sir,—Will you kindly correct an error in your report of the trial for murder, the other day, before the Danish Consul. It states that the Jury found the prisoner guilty "*under circumstances of provocation.*" Now the Jury never said one word to that effect. It gave an unconditional verdict of *guilty*, and only asked his judges at home, when passing sentence upon him, to take into consideration the extenuating circumstances of the case, *i. e.*, the wonderful encouragement and assistance given to the prisoner by his companions, towards committing the deed.

Yours truly,

A Juryman.

Shanghai, 18th April 1867.

THE FRENCH SETTLEMENT.

Monsieur l' Editeur.—La polémique qui avait commencé dans votre journal ces derniers temps au sujet du Conseil Municipal français, semblait devoir amener celui-ci à se rendre aux vœux de ses administrés, sinon à dire à dissiper l'obscurité persistante qui règne sur ses actes, et à donner au moins quelques explications sur sa gestion. Il n'en a rien été!

Une pétition signée par 25 honorables citoyens français avait été remise à Monsieur le Consul Général de France lui dénoncant la vente illicite du Mobilier de l'Hôtel Municipal français, et quoiqu elle n'ait jamais été honorée d'une réponse, elle a pourtant atteinte son but, celui de faire cesser cette même vente.

En présence de l'intention apparente bien arrêtée de nos gouvernants de ne faire aucun droit aux désirs exprimés par les résidents (et le seul vœu 'adressé et prévu par les constitutions, était une simple reddition de comptes ou au moins des explications,) il ne peut nous rester qu'une chose a faire; nous résigner & tout attendre de l'Avenir! Mais voici qu'une nouvelle conjoncture se présente, il paraît certain que le Président actuel de notre Conseil Municipal, Monsieur E. Morel, rappelé par son Administration Centrale, laisse son fauteuil vide, et que ce meme Conseil ne se composera plus que d'Etrangers!

Si élastiquement que le seul et unique Président legal du Conseil, Monsieur le Consul Général, ait interprété les Réglements en laissant, en dépit des pouvoirs énormes qu'il s'était fait attribuer, aller les choses comme elles vont, maintenant qu'il n'y aura plus un seul membre français ou pseudo français dans le Conseil, pourra-t-il plus longtemps continuer á fermer les yeux á l'évidence et prétendre que tout est dans l'ordre?

Vous comprendrez, Monsieur l'Editeur, quelle anxiété les habitants & les intéressés sur la concession française se trouvent en présence de pareils fáits, et aussi quel crédit les bruits les plus absurdes trouvent aupres d'eux. Pour ne vous en donner qu'un exemple, il me suffira de vous rapporter la rumeur suivante, qui courait á la fin de la semaine derniere; on racontait que le Conseil Municipal français, pour montrer le mépris qu'il faisait de l'opinion publique, venait de se réunir en Assemblée Générale extraordinaire, et qu'il avait transféré tous ses pouvoirs á son Sécrétaire, en signant avec lui un contrat de trois années, lui accordant en même temps des émoluments fantastiques, durant ce même laps de temps. On ajoutait á la vérité que, satisfait de son œuvre, ce même Conseil donnait sa démission en masse. Il est certain qu'agges avoir aussi bien rempli & compris sa mission, il ne pouvait plus lui rester que cela á faire.

Une chose est évidemment regrettable: c'est que l'Autorité, obéissant à un sentiment éxagéré de sa dignité, croie au dessous d'elle de satisfaire á des vœux légitimes respectueusement présentés, & tandis qu'en France l'Empereur vient de poser le couronnement de l'Edifice en accordant de sages libertés, nous ici en Chine, pauvres éxilés qui venons essayer de faire un peu connáître & apprécier la Mère-Patrie, et apporter notre pierre á l'œuvre de Civilisation commune, nous soyons plus que jamais sous le régime du bon plaisir.

Que résulte-t-il de tout ceci? La réponse est bien simple: défiance & désunion.

* * * * *

En somme que désirons-nous? Nous avons recu des Réglements qui doivent nous régir, nous ne les discutons pas, nous demandons seulement qu'ils soient honnetement appliqués

Telles sont, Monsieur l'Editeur, les suggestions que m'inspire l'état de nos affaires! Autant que personne, je voudrais voir la Confiance rétablie sur notre Concession française, et pour cela que faudrait-il? Un peu plus d'entente. Un peu plus de franchise & de conciliation de la part de l'Autorité, un peu plus de soins pour nos intérêts, & alors certainement la défiance cessera & nous nous unirons pour faciliter la tâche du rétablissement de la Concorde sur ce petit coin de terre qui est encore sous la protection du pavillon français!

Un 'Electeur Français,

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Law Reports.

IN ADMIRALTY.

April 10th.

Before Sir Edmund Hornby.

In Re the "Seaton."

This ship was arrested on the 5th February, 1867, on the application of Mr. Edward Vincent of Swatow the holder of a bottomry bond hypothecating the ship, cargo and freight for $14,500, and maritime interest at 25 per cent.

Mr. Rennie appeared for the petitioner.

Mr. Robinson appeared for the consignees.

Mr. Eames appeared for the Captain. He claimed $741.98 for wages up to the date of the petition, and £17 a month since, to the time of his discharge from the ship.

Mr. Tilby for the agents of the vessel in this port and, as he stated, also in his character of general agent of the ship.

Mr. Rennie.—If it please your Lordship! This is a suit *in rem* against the barque *Seaton* to recover the amount of $14,500 with maritime interest at twenty-five per cent under a bottomry bond. The facts of the case are briefly that the ship was damaged in a heavy storm and compelled to put back to Swatow for extensive repairs. Various means were tried to get the money wanted but in vain. So Mr. Vincent, the bond-holder, was resorted to. I conceive I shall have to shew the necessity for repairing the damages the ship had sustained, and the impossibility of getting this money otherwise than through the instrumentality of a bottomry bond. On behalf of himself and the owners of the ship Mr. Tilby answers that it was not compulsory for the vessel to continue her voyage, and that the master did not, as far as reasonably in his power lay, exert himself to communicate with him or his agents on the state of the ship or on her pressing need for money. On behalf of Sankee who is almost the entire owner of the cargo, it will be urged that the master was not justified in hypothecating the cargo and that a communication with the owners was necessary before this was done.

Edward Lapworth.—I am master of the barque *Seaton*. I was in command when in Nov. last, she was damaged and compelled to put back to Swatow. She was surveyed there by Captain Vincent, the bond-holder. It was found necessary for her to be repaired. The repairs were begun on 25th or 26th Nov. They were all completed by 28th Dec. A circular dated Dec. 21st was sent round to this effect, "wanted $ 2,000 for repairs to the *Seaton*." I tried in various ways to raise money but could not. The answer to this circular was to go in to Captain Vincent, the agent of the ship. I saw all the tenders sent in. This that you shew me is one. It is as follows—"we are prepared to advance on bottomry for the *Seaton* $6000 to be repaid with interest on the arrival in Shanghai of the ship." This that you hand me is Captain Vincent's bond. The Chinese charterer at Swatow advanced $1000, a payment on account of freight. As to the damage the ship sustained in the gale.—On 26th Oct. we left Swatow. Off the island of Formosa on 10th Nov. several heavy seas struck the ship, carrying away stanchions and bulwarks, smashing the long-boat, lifting the boats on the deck and landing them on the main hatch which was stove in. We had to use sails to stop the leaks the ship sprung. Another sea stove in the galley washing away the cooking utensils. The lee-side of the bulwarks was nearly all gone. We had to keep eight Chinamen all day at the pumps. The fore yard was carried away and the main too. The mizen mast was sprung. The sails were blown to ribands. I had to cut the only good top-sail left, in half, and fix the halves on the yards. Several heavy seas swept the ship. Altogether she was in a most dangerous state. I had not sufficient sail to fetch Swatow. I anchored in Oak Bay five miles from Swatow. Our provisions were damaged. I despatched a man with the supercargo to Swatow. These accounts you hand me I have certified as being correct. After my arrival at Swatow on 23rd Nov., I wrote to Mr. Tilby, stating the damage done to the ship, and posted the letter in the usual way.

To Mr. Robinson. The ship was very much disabled when we got to Swatow. I did not then have any valuation of her. As she then stood, she was worth about Tls. 15,000. She is now worth about Tls. 21,000. An outlay of $14,000 has produced an increase in her value of Tls. 6,000 to the best of my knowledge. This letter that you hand me is the one I wrote to Mr. Tilby on the 20th March. I bought a stamp at the Consulate and put it into the Consul's box. I got no answer to it. I can't account for its being seven weeks on the road. [The letter was now read describing the condition to which the storm had reduced the vessel, &c.] The vessel became very leaky. The greatest amount of water she ever had was about three feet. By stopping the leak with sails and pumping hard we got her free of water. At Swatow I saw the agents of the charterer. At the office of the agents I saw some one who could speak English. I went to ask him what he was going to do with the sugar. I asked him for money to repair the ship. This was the day after I arrived. It is usual to ask shippers for money. Linker & Co. were agents for the ship. They refused to give any money. I told them I must get money somewhere. I wrote on the 29th December to Mr. Tilby just as I was sailing. The accounts I have certified shew a balance due to Captain Vincent of $14,124. I can't say why I gave a bond $14,500. Captain Vincent's account is dated December 28th. The rate of freight for sugar from Swatow here was 22 cents.

To Mr. Tilby.—I am sure my letter to you was written between the 19th and 23rd Nov. I did advertise for money for repairing the ship. Several steamers, four or five a week, were running between Swatow and Hongkong. I did not try to get funds from Hongkong. The latter to you states what I asked from you. I got tenders for repairs. I had the survey made before the tenders. The tenders were not for the whole damages. We could not ascertain them as the cargo was in the ship. I considered one letter to you sufficient on the question. I did not think it necessary to send a duplicate of my letter. It is extraordinary that my letter should take fifty days.

Re-examination.—I received letters from Mr. Tilby directed to Captain Vincent.

Mr. Rennie asked for the envelope of the Captain's letter to Mr. Tilby. It had not, however, been kept.

Re-examination continued.—I wrote two letters to Mr. Tilby on board the ship from Swatow.

To Mr. Eames.—I have been master of the barque since March 12th, 1866. I get £17 the month. I claim for wages $741.98. I have asked Mr. Tilby for money. He would not advance any more, he said, because he did not see how he was to get it back.

Edward Vincent.—I am a commission agent at Swatow. I remember the *Seaton* coming in about 18th November last. This is the survey of her I was asked to make. It was made by me on account of the offices. There were two subsequent surveys made by me. The Captain came to me to act as agent for the ship and I did so. I acknowledged to all the repairs written there. I ordered the repairs to be done to enable the ship to proceed on her voyage. Everything in the accounts was requisite for the ship, excepting small sums advanced to the Captain. She could not with safety have proceeded her on voyage with her cargo unless the repairs had been executed. The Insurance Offices would not have paid the amount insured had she so done. The Captain told me the letter he wrote from Oak Bay might have the effect of stopping some Tls. 3000 going home, Mr. Tilby held on account of the ship. I was not able to raise money except by bottomry. The way of raising money there in these cases is by bottomry. There was an offer of a loan of $6000 which I accepted.

The Chief Judge.—It appears then that Mr. Vincent did not advance the whole amount. Some argument arose on this point. Mr. Rennie contending that Mr. Vincent was prinpal as regarded one part of the money, and agent as regarded the other part. In fact that they advanced to Mr. Vincent practically to enable him to advance the whole amount.

The Chief Judge.—They did not then advance on bottomry. Mr. Vincent would not so be compelled to pay them maritime interest.

Examination continued.—I was in constant communication with the Chintai hong, the agents of the charterers, at the time, and explained fully to them the condition of the ship. They could not advance money, they said. Afterwards they advanced $1,000. I told them money would have to be raised. They seemed anxious that the vessel should arrive at Shanghai with her cargo. I could not make them clearly understand the nature of a bottomry bond. I was not aware that Messrs. Tilby & Co. were special agents for the ship. Captain Lapworth received two letters from Messrs. Tilby & Co. addressed to my care. I consider the vessel now worth $12,000. The difference between the amount specified on the bond and that in the accounts, was made because we did not know exactly what would be required. I did not, at the time of the bond being drawn, know whether the Chinamen would advance anything or not. They subsequently advanced $1.000. I would certainly not have advanced the money I did, on the ship otherwise than as I did.

To Mr. Robinson.—The *Seaton* was put in my hands on her arrival after the storm. I valued her then, in my own mind, at $8,000. About the end of December, when the repairs were nearly finished, I first spoke to the Captain on a bottomry bond. There were only three merchants in Swatow. I did write to a Hongkong firm to advance on bottomry, but there was such a strong feeling against advancing on bottomry there, that I did not further apply. I let the Chinese know through my shroff, that money would be required for the ship. I ordered the repairs because they were necessary for the ship to proceed on her voyage. The Insurance Offices would have withdrawn their risk had the repairs not been made. She could not have been patched up to enable her to get to Shanghai with due regard to safety. It was quite necessary that the whole of the vessel's keel should be stripped. I could not see this when I first surveyed her. I directed my shroff to ask the Chinese for money to repair the ship. They said they could not advance any. I told them I must sell the cargo then. They said "do not do so." They were anxious for the cargo to go on. Supposing the ship and freight insufficient to meet the repairs, I told them, I should consider the cargo liable. I put it in this way because you can't make Chinamen understand the nature of a bottomry bond. I only know Mr. Tilby as agent for the ship when she left Shanghai, not as general agent. Capt. Lapworth told me he had written to Mr. Tilby of the disaster to the ship, and that it might prevent Tls. 3,000 being sent home on account of the ship. I can't say the rate of freight when the ship put back to Swatow. About 20 to 25 cents would be the rate of freight. If the consignees had transhipped the cargo, it might have been to their advantage. I do not express any opinion as to whether it should have been transhipped or not. I acted as I would have done in the case of my own property.

To Mr. Tilby.—There is a charge of $200.24 in these accounts. The voucher is for about $54. I have no doubt I can explain this by a reference to accounts. A good deal of the cargo was damaged when the ship put into Swatow. The owners of the cargo could have done what they pleased with the cargo. It was lying close to their hong. Considering the whole case, I did what was best under the circumstances. I believed there were $4,800 to be received in Shanghai on the cargo. I did not advertise in the Hongkong papers for advances. I applied to the houses in Swatow. I did not apply to you because of the delay such application would cause, and I did not know you were the general agents. I consider the value of the ship when repaired was $12,000. This is about her value now.

Re-examined.—The Chinamen wanted the cargo to get to Shanghai, and could not advance money. They could have done just what they pleased with the cargo. Some of it in fact was sold by them. They had free access to it. They objected strongly to my selling it.

To Mr. Eames.—I disbursed the money raised for the ship. I allowed the captain to draw some trifling sums to replace what was injured in his cabin. He attended strictly to the ship.

This closed the case for the petitioner.

Mr. Robinson stated that with the permission of the Court he would call witnesses to prove that his client did not know of the hypothecation of the cargo.

Sin-kee—I am owner of the whole of the cargo excepting 300 bags of Sugar. I first heard that the cargo of the *Seaton* was pledged for repairs when the ship arrived here. Chintai hong at Swatow are my agents. I received these two letters from the Chintai hong, one dated 20th Nov. 1866.

To Mr. Rennie The Chintai hong at Swatow are connected with me in business.

This witness made a long and pathetic statement to the effect that, having had cargo consigned to him, he fully believed he should receive it; as to the ship he knew nothing about it.

The Court directed it to be explained to him that it was a question of English law whether the cargo was liable or not under certain circumstances for repairs to the ship.

Sinkee's interpreter.—I attend to Sinkee's shipping business. I did not know whether the cargo of the *Seaton* was hypothecated. I knew nothing about it.

Hing-soo.—I am an assistant to the Chintai hong at Swatow. I was there when the *Seaton* put back disabled. I had conversations with Mr. Vincent's compradore Sungkau. He is the only man I talked to. I told Sungkau to discharge the cargo, that the vessel might be repaired. I applied to Sungkau to take the cargo into my own godowns. He told me I could not do so. Sungkau did not ask me for money. Mr. Vincent's hong asked me for money. A broker told me the captain wanted money, therefore I sent $1,000 on account of the freight and got a receipt for it. Nothing was said to me about repairs. When the sugars were landed some were damaged. I was told I need not trouble myself about that, as they were insured. Nothing was said to me about repairs. Nobody ever told me that the cargo might have to pay for some of the repairs. In the case of another ship chartered by me last year for Hongkong, the underwriters paid for the damage the ship sustained.

To Mr. Rennie.—I collect bills and sell goods in the Chintai hong. I have never had dealings with Mr. Vincent. I have never been in Mr. Vincent's hong. My master was very seldom in Mr. Vincent's hong. I have known Sungkau about six years. I do not know there is a man called Ah-yung in Mr. Vincent's office. The sugar was stowed in Mr. Vincent's godowns. If it had been put in our godowns it could have been insured. My master stores his goods in his own godowns, never in Mr. Vincent's. (Mr. Robinson on the authority of Mr. Mackintosh, stated these sugars to be insured against total loss only.)

A. R. Tilby.—This letter dated 20th Nov. was received by me 8th Jan. The ordinary time it takes for a letter to get from Swatow is nine days. Messrs. Linker's letter dated Nov. 20th was received by me Nov. 29th (Other letters were put in to show that nine days was the usual time for a letter to take from Swatow.) Until the day after the ship arrived in Shanghai I had no idea of the hypothecation.

To Mr. Rennie.—I have not got the envelope in which the letter came. I never saw the envelope. I did not give the Captain any directions about raising money, because I did not suppose he would be so foolish as to do it. In my appointment of the Captain, I went by his certificates.

Tien-hoh.—I was supercargo on board the *Seaton*. The Captain never talked to me about repairs.

Mr. Robinson then said that the only question to which he proposed to address himself upon the facts laid before the Court was the validity or invalidity of the bottomry bond, so far as it affected the owners of the cargo. This question he submitted was to be governed by the general maritime law as recognised in English Courts of Admiralty. The first remark he would make was that owing to the double position of the bondholder as lender, and agent for the ship, the bond should be viewed more strictly, and much greater caution was required on the past of the bondholder. In support of this he cited. (The Royal Stuart 2, Sp. Adm. p. 260.) And if great caution was required in ordinary cases, here it was still more imperative, when the owners of the cargo were Chinese, to whom bottomry was unfamiliar, and whose position, if it was intended to rely upon any consent of theirs, should have been most carefully explained to them, and evidence preserved of such explanation. Here, on the contrary, it is shewn that there were only very loose observations on the subject of money being required, and the only impression left on the mind of the shippers was that whatever expense might result from the repairs to the "Seaton," would be met by the Insurance offices. The two letters of the 20th and 23rd Nov. 1866, written by the shippers to Sun-kee in Shanghai, before there was any question of bottomry, and before even the nature of the repairs were known are reliable, induce to shew the true nature of what they understood, and rebut the idea that they ever assented to the hypothecation. If they were told that the Insurance offices would pay, and they could only have got that idea either from the Captain or Mr. Vincent; that, though an unintentional error on the part of those gentlemen, constituted a mis-representation, and as such would taint the whole transaction with *mala fides*. The learned gentleman then quoted a passage from Abbott on shipping p. 302 to shew that a master should always bear in mind that it is his duty to convey cargo to the place of destination, that this is the purpose for which he has been entrusted with it, and this purpose he is bound to accomplish by every reasonable and practicable method. In general it may be said, he is to do that which a wise and prudent man will think most conducive to the benefit of all concerned. Again it is said in Coote's Practice p. 129 that nothing but the sternest and most unprovided necessity will justify a master in hypothecating cargo. Here the repairs had been commenced without any previous valuation of the ship to unable the master to judge whether it was prudent to incur the outlay for them, and the result was, that while Captain Vincent considered the *Seaton* was worth $8000 when she returned disabled he had told the Court to-day that, after expending $15,000 upon her, he considered her worth now $12,000. Could this be considered acting beneficially and as a prudent man would do for the interests of those concerned. With these observations Mr. Robinson said he would proceed to lay before the Court the authorities which he had collected, and in the first place, he would cite some decisions to show that the master is not authorised to raise money on bottomry in the place where the owners reside, and for this purpose all England had been considered the place of residence of an English owner. He cited 1 Macl. p. 139, and 1 Prit. Adm. Dig. p. 58. The same principle was applicable to cargo. (Nuova Loanese 1 Prit. Dig. p. 58.) In this case the shippers resided in Swatow, and the owners of the cargo in Shanghai, which facts were well known to master and bondholder. Again the very foundation of the master's implied agency for the cargo was the benefit of the owners. (1 Macl. 143.) Could it be said to be for their benefit to subject the cargo to such a claim as this, when it was proved that the cargo might have been transhipped at an expense not exceeding $2,500. But even if the master were an agent for the cargo to some extent, no such necessity existed here as justified the giving of this bond. No advertisements had been issued either in Hongkong, a large colony distant only 24 hours, nor in Shanghai. No attempt had been made to communicate with the agents of the ship or the owners of the cargo, and ascertain their wishes. Decisions showing that, where these things were not done, it was considered there was not sufficient necessity to justify raising money on bottomry of cargo would be found in La Ysabel, 1 Prit, Dig., p. 58; Royal Arch Swab., p. 275, from which cases the learned counsel read extracts. And it was equally the lender's duty to see to this, 1 Macl., p. 48. Here he submitted there was no particular urgency, the owners were within easy reach, and no attempt had been made to ascertain what they wished done. The next class of cases to which he would ask the attention of the Court would show that it was imperative to communicate to the owners of the ship and cargo, where such communication was practicable, not only the fact of disaster having happened, but the intention of the master to hypothecate. And the lender was bound to satisfy himself that such communication had been made. This was laid down in Maude and Pollock p. 436, and is stated by Dr. Lushington in his judgment in the case of the *Olivier*, 1 Lush., p. 488, to be the rule established by the Privy Council in the case of the *Oriental*. That decision was the more important because the decision of the Court below was reversed by their Lordships on this very ground. And in the *Olivier*, 1 Lush., p. 432, the Judge also said, that the lender should be cognisant that such communications have taken place. The last case to which he (Mr. Robinson) would call the attention of the Court was the strongest as well as the most recent one on the subject, having been decided in 1864, and was that of the *Hamburg*, reported in 32 L. J. N. S. Adm. p. 161. That case laid down particularly in reference to cargo that it was a general rule, though not an universal one, that a master before hypothecating cargo, must, if practicable, communicate with the owners. Now here it was obviously practicable to do so, both with

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the agent of ship and the owner of the cargo. This case was taken on appeal to the Privy Council, and is reported as "Duranty v. Hart and others" in 33 L. I. N. S. Adm.: p. 116. Their Lordships laid the rule down even more strongly, and decided that "when a master has a reasonable opportunity, according to the circumstances of the case of communicating from the port of distress with the owners of the cargo and receiving directions from them, it is his first duty to endeavour to obtain such directions. The master only becomes agent for the owners of the cargo *ex necessitate rei*." Here the bond was opposed by the owners of the ship and cargo, and applying the principles to be extracted from the cases cited, he submitted that the Court should pronounce against the bond, at any rate so far as the cargo was concerned.

Mr. Rennie in replying on the whole case said that the elaborate disquisition in Admiralty law by his friend, Mr. Robinson, and the numerous cases cited by him (including all those to which he, Mr. Rennie, had proposed adverting) would obviate the necessity of his quoting to the Court any further authorities. On behalf of his client, he was perfectly willing to let the case rest on the principles of law enunciated by Mr. Robinson and the evidence which had been adduced. With regard to the claim of Mr. Tilby to be considered as the special agent of the owners of the ship and to be communicated with, the learned Counsel called the attention of the Court to the fact that Mr. Tilby had not proved any such agency, and also that in the two letters written by Mr. Tilby to Capt. Lapworth, care of Capt. Vincent, after he knew that the ship had put back disabled, he had given him neither instructions nor advice as to what course he was to pursue in repairing the ship or otherwise. Mr. Rennie then remarked that Mr. Robinson had almost entirely refrained from commenting upon the evidence produced in the case, which in point of fact might be said to consist entirely of the testimony of Capt. Lapworth and Mr. Vincent, and went to show,—1st. That the necessity existed for repairing the ship. 2nd. That necessity existed for raising money. 3rd. That the shippers and agents of the owners were communicated with. 4th. That no means of communication with the owners of the ship existed.

The learned Counsel concluded his address by saying that this was another of the many cases which had been lately before the Court, showing the difficulty of making the Chinese understand the working of English law; but that fortunately in this case, whatever might be the result, the owners of the cargo were not likely to lose much, if anything at all, should the bond be upheld, as the proceeds of the ship and freight would nearly, if not altogether, suffice to pay the amount lent on bottomry.

April 17.

The Chief Judge.—I am asked in this case to determine whether the bottomry bond sued upon is valid or not. The *Seaton* was chartered by one "Sam-kee" a Chinese merchant of Shanghai for a voyage from Shanghai to Newchwang thence to Swatow, and from Swatow back to Shanghai. The cargo which is now sought to be rendered liable for any deficiency that may arise on the sale of the ship, and after payment of the freight due, was loaded by the agents of Sam-kee at Swatow. The *Seaton* sailed from Swatow on the 16th of October in prosecution of the return voyage, but was obliged in consequence of the bad weather she met with to put back to Swatow, where she arrived about the 18th of November 1866. In consequence of the damage received, it was necessary that the ship should undergo repairs before she could safely carry her cargo to Shanghai. She was surveyed, her cargo was discharged, and the repairs executed. The master states, and there is no doubt of it being the fact, that he had no funds, and it may also be presumed that he had no credit. He appears to have asked Mr. Vincent who subsequently advanced the money required on bottomry, to act as the agent of the ship, and under the advice of this gentleman a circular was sent to the few merchants at Swatow to the effect that money on bottomry was required to pay for the repairs of the ship. A sum of $6,000 was offered and accepted, and the balance making up the sum of $14,500 was found by Mr. Vincent, and on the 31st of December the master executed the bottomry bond now sued on. It hypothecates the ship, freight, and cargo for the amount borrowed with maritime interest at 25 per cent. Whether this rate of interest is under the circumstances exorbitant or the reverse will be a matter of future inquiry. The risk attending the navigation of a ship from Swatow to Shanghai and the time of year will have to be taken into consideration, and will be made one of the subjects of investigation which must take place before the Registrar and the merchants.

I may here at once say, that although on the trial I had some doubts as to the right of the bondholder to include the $6,000, advanced by one of the merchants at Swatow to Mr. Vincent on the understanding that it was in respect of the bottomry to be subsequently affected, on consideration I am of opinion that as in equity Mr. Vincent would be compelled to refund this sum with maritime interest, if the validity of the bond was determined in his favour, that it ought not to be excluded from the amount for which the bond was given. It is clear that the whole money was advanced and has been applied, and it is in fact immaterial whether it belonged to Mr. Vincent or not, or whether he were in the position of a trustee for its investment in a particular way.

Messrs. Tilby & Co. who state that they are the agents of the owners and of the ship (but who have not furnished the Court with any evidence of authority from the owner, and who have not filed in Court any authority from the owners to act for them) deny the validity of the bond principally on the ground that neither the bondholder or the captain communicated with them, as they say, in their character of known agents at this port either as regards the vessel's distress, or the extent of it, or the want of funds, or for the purpose of receiving instructions. And further they maintain that it was both the bondholder's and the master's duty to have valued the vessel to ascertain her worth, that she was not worth when repaired the amount expended on her, and that both the bondholder and the master should have first ascertained the wishes of the owner, and underwriters as to her abandonment in the condition she was previous to repair.

The owner of the cargo denies the validity of the bond on the ground that his agents were given to understand that they had nothing to do with the repairs, and that the cargo would be sent forward, and that the ship freight and cargo was hypothecated without the knowledge of the owner or his agents, and that both the bondholder and the master neglected their duty in not communicating with, and obtaining instructions from the owners of the ship, and the owner of the cargo.

The two main objections to the bond advanced by the agents of the ship here are first that neither the bondholder or master, before incurring the expenses, communicated with the owners of the ship or their known agents for instructions, and secondly that the value of the ship did not justify the incurring such an expense.

The objections of the owners of the cargo are that the intention to hypothecate was not communicated to them or their agents and that these latter were given to understand that they had nothing to do with the repairs.

Apart from the inconvenience which arises from the Court having no evidence of Mr. Tilby's being the general agent of the owners—except his statement that he is the agent of the ship at Shanghai—I am not prepared to say that the evidence satisfies me either that the captain or the bondholder have been guilty of such negligence as to invalidate the bond as against the ship and freight.

The rule, however, which makes it obligatory on the master of a vessel to communicate with the owners of the cargo when possible before hypothecating it for the repairs of the vessel, and also his intention to hypothecate if no other means of raising money are afforded him, and on the lender to satisfy himself that such communication has been made, proceeds on an entirely different basis and is founded on a clear and well defined principle. In the case of the cargo, the master is not the agent of its owners, while he is the agent of the owners of the ship. His agency with respect to the cargo can only arise when there is an absolute necessity for it and not otherwise, and therefore when there is a possibility of communicating with the owners, the circumstance of his distress, and what he proposes to do in regard to their goods, he is bound to do so, and the lender of the money is also bound to see that he does so, for it is their goods that are being afforded him as a security; and as the party offering them is not their agent, in cases where communication is practicable the least the lender can do, is to satisfy himself that under the circumstances the master has authority to pledge them, which he has not in these cases where he is able to communicate with the owners. They are entitled to an opportunity to protect their interests, and as the lender has also the opportunity of protecting his by ascertaining that proper enquiries have been made, it is his duty to do so.

As regards then the ship and freight I feel bound to pronounce the bond in this case to be valid and subsisting. I propose now to consider its validity as regards the owners of the cargo. It is quite clear that the principle upon which owners of cargo are liable to the value of the cargo for the balance unsatisfied after the sale of the ship and the receipt of the freight due on the bottomry bond, is that the money was borrowed to enable the shipowner to complete his contract by carrying the cargo to its port of destination in the bottom in which it was originally shipped. In the case of the "Gratitudine," Lord Stowell laid this down with clearness and precision; but there are also certain rules to be observed by the master before conditioning to give a bond, which must be attended to before a valid lien will attach upon the cargo; and the most important one of these rules is that the master shall, if possible, communicate with the owners of the cargo as well as the owners of the ship and receive instructions from them; and that the lender of money on bottomry, before he enters into any engagement to advance should be cognisant that such communications have taken place. I have then to consider in this case, whether the owners of the cargo were communicated with in the mode and for the purpose, which by the authority of the numerous cases cited by the Counsel for the Chinese owners of the cargo, they were entitled to expect.

I think it must be presumed, although I have not been able to find any case in which it is directly laid down, that if, after communication with the owners of cargo the master receives instructions from them, he is bound to obey them—otherwise it is difficult to see of what use it would be for him to ask for instructions—yet at the same time he might when there are several owners, each giving instructions, be extremely puzzled how to proceed; and it is a question in my mind how far, if at all, his discretion is to guide him in the course he is to pursue. To imagine a case. The shipowners might desire him to hypothecate the ship, freight, and cargo in order to enable him to reach the port of destination where a good sale might be effected—indeed such an one as might relieve the cargo from liability. The owners of the cargo might instruct him to tranship or to discharge the cargo, but under no circumstances to hypothecate it for the repairs of the ship,—which instruction is the captain to follow? If he follows those of the shipowner, he disregards those of the owner of the cargo; if he obeys the orders of the latter, he puts it out of his power to follow those of his principal; because the ship by itself would not be a sufficient security for the money necessary to pay for the repairs, and yet by not being in a position to repair his ship he might be forced to sacrifice her in a market where there was no demand for such vessels. Fortunately in this case, there is no necessity for me to decide upon the course which the captain is bound to follow, but if there had been, I think I should have had no difficulty in deciding the point upon the authority of Sir John Coleridge, in the case of the "Hamburg," decided in appeal by the Judicial Committee and reported in 33 L. J. 116, that he would be bound to obey, quoad the cargo, the orders of its owners; for it would only be in his character of agent for the cargo that he could exercise any discretion with respect to it, and this agency would not arise unless there was a positive necessity, and there would not be a positive necessity to act as an agent in the place where the owner was present, or under circumstances where he could give directions.

As regards the objection that the Captain ought of his own motion and in the interests of those concerned to have transhipped the cargo, the "Gratitudine" is an authority for saying that a master under circumstances like the present is not bound to tranship, and, except in cases where by the act of hypothecation there is a certainty that the whole cargo will be necessarily sacrificed to discharge the bottomry bond, I know of no rule of law which would compel a master to tranship the cargo rather than burden it with liability. That he may do so if in his discretion he think it was expedient and for the interests of the owners he should, is clear, because where a ship meets with misfortune and the necessity for prompt action arises coupled with an inability to communicate with the owners within a reasonable, or, considering the circumstances of the case an "useful" time, the master becomes to a certain extent agent for the cargo, and in that character it is his duty to protect the interests of the owners; but there is no obligation on him to remove it from the bottom in which it was originally shipped—see the case of the "Hamburg," decided by Dr. Lushington and reported 32 L. J. Adm. 160, and on Appeal 33 L. J. Adm. 116.

It is clearly the duty of a master to communicate with the ship's owners when practicable, and when the delay will not be prejudicial to the interests confided to his charge, to await an answer and their instructions. In the present case, the owners were in England, and I have no evidence before me that Messrs. Tilby & Co. were the general agents of the shipowners or that they could or would have been in a position to give any instructions to the captain. It is in evidence that the captain did write to Mr. Tilby, although the letter did not reach that gentleman for many weeks after its date. I cannot in the absence of the envelope decide that the letter was purposely misdated. It is also proved by a letter from Mr. Tilby to the captain that he knew early in December the ship had put back and had sustained damage, and it is a circumstance of some weight, when considering the nature of Mr. Tilby's agency or his power of assisting the captain, that although he alludes in the letter to what he has been informed about the mischance to the ship, he gives him no instructions of any kind, still less suggests how the master is to find means to meet the cost of the necessary repairs. I feel therefore bound to hold that under the circumstances, the captain was not bound to communicate with the ship-owners themselves, and that he did communicate with Messrs. Tilby, although the necessity for doing so is not very apparent, the evidence of their being the agents of the ship-owner being so slight. To say that a captain with a ship in distress at Swatow and a cargo to be forwarded to its place of destination viz., in this case Shanghai, is to wait before he does anything until he communicates with or receives an answer from his owners in England, seems to me to be an absurdity, and I should not certainly declare a bond invalid, because the captain did not communicate with the agents of the ship, when I have no evidence before me, that they were the agents or had any authority to do more than the captain himself had authority or means to do. I confess, I do not understand—without however venturing to impugn the decision of so high a tribunal—the grounds upon which the Privy Council decided in the case of the "Oriental" 7. *Moore Privy Council Reports*, that it was not sufficient for an agent to inform the owner of the ship of the disaster which had befallen it, and the necessity for repairs, but that an express communication of his intention to give a bottomry bond must also be made, if possible. No doubt, in all cases, the fullest information should be given by the agent to his principal—by the captain to his owner of anything affecting the interests of the latter, still I do not understand exactly upon what principle non-communication by an agent of an intention on his part to do a particular act, admittedly within the scope of his general authority, should form the ground of discharging the principal from all liability for such act. I confess I should be extremely loath to declare as against the owners of the ship a bottomry bond invalid because their captain having given them a full account of his disaster and the necessity for repairs, should neglect to say that he intended to hypothecate the ship. I think this would be allowing principals to take a most unfair advantage of the neglect of their own agents to the serious detriment of an innocent third party. It appears to me also opposed to the general principles on which the law of agency, and particularly the relation between master and owner, is founded. The contract made by the owner through the master of a ship with the shipper of goods is to carry the latter's goods to a certain port with all due care and convenient dispatch. To enable the master to fulfil this contract, the owner by implication of law confers certain powers on the master—amongst which is, in case of necessity the power to hypothecate the ship. The necessity that justifies the exercise of this power must be in connection with the disability of the ship to complete her voyage, in other words to carry out the contract between the shipowner and the shippers. To enable the master to carry out the contract, he is empowered, in order to raise money for the purpose of putting his disabled ship in a state to prosecute her voyage to its termination, to pledge her. It appears to me then a contradiction to say that, having the authority, his pledge shall be invalid, unless when possible, he communicates to the party who has conferred the power his intention to exercise it. To what end is the power to pledge given if it is not to be exercised, or to be exercised at peril only, when the necessity arises, unless first a notice of intention to exercise it is given? Necessity and emergency are of the essence of the right to exercise the power conferred, and it is difficult to see what use there can be in conferring power if an intention to exercise it when the necessity arises is an essential condition precedent of the right or power of the agent to exercise it. It places also the lender of the money in extreme risk, as it is impossible for him to ascertain with certainty whether the master has communicated to the shipowners his intention or not, and thus casts an obligation on the lender beyond that of inquiring into the necessity of the loan,—its proper application,—the want of credit of the master, and—his having communicated with his owners, which it is out of his power to fulfil with certain safety to himself; and it places a dangerous facility for the commission of a fraud in the hands of unscrupulous owners and masters. The only ground for this decision of the Judicial Committee appears to me to be a desire to limit the power thus conferred, by implication of law, on the master of a vessel, and to hedge it round with formalities which shall prevent its abuse; but if I am right in thus imagining the object of the Judicial Committee, the desire presumes that masters of vessels are disposed to abuse the trust reposed in them, or are not fit persons to have a trust of such importance confided to them. I confess my own experience of the recklessness with which shipowners confide not only their own property, but the property and even the lives of others to utterly incompetent persons would lead me to support any course which should compel greater care. I should regret greatly casting any thing approaching to a slur on a body of men whose courage, ability, and trustworthiness is of the highest importance to commerce. Perhaps only the worst specimens of an otherwise honorable and worthy class of men have come under my notice; but whether this is so or not, I am constantly lost in wonder at the shortsightedness and utter disregard which many shipowners seem to shew in the selection of shipmasters. Since I have been in China, putting aside a long and similar experience in the Levant, the amount of valuable property which has been recklessly wasted, and I might almost say fraudulently destroyed—for gross disregard of the interests of those of whom we are the agents amounts at least to moral fraud—is enormous. But still, while unhesitatingly assenting to this, I should be inclined rather to throw the loss thus occasioned by the employment of unfit agents on the principals who employ them, than incur the risk of the innocent lender on bottomry being called upon to support it. By all means, let means be devised of preventing the abuse of a power or a trust; but on the well known principle of law if loss results, let it fall, if fall it must on one of two innocent persons, on him who conferred the power the abuse of which led to the loss. Either take away the power to hypothecate the ship from the master, or while it remains let the risk and loss consequent upon its abuse fall on the shipowner and not on the party who fairly and for no improper purpose advances him money on its security. If the doctrine "first," as Dr. Lushington says in his judgment in the case of the "Oliver" "laid down in the case of the "Oriental" is carried to its full extent, such obligations will be imposed on lenders on bottomry that the results will be either the impossibility of getting money on this species of security, or getting it at such a rate of maritime interest as will ruin those who are forced to pay it.

Let me now enquire then if the captain and Mr. Vincent did all they could do. The owner of the greater portion of the cargo is said to be one Sam-kee, a merchant at Shanghai. He was the shipper mentioned in the bill of lading, and delivery of the cargo was to be made to his order.

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His agents the Chin-tai hong were, however, actually the shippers and they were on the spot, and with these agents both the master and Mr. Vincent had some communication, and I have no doubt in my own mind the necessity for money was explained to them, because it is in evidence from themselves that they refused to advance money for the repairs on the ground that they were not able, although they did subsequently advance $1,000 on account of the freight. To what extent the nature of the explanation went I am not prepared to say, but it is clear their wish was to get the cargo sent on in the ship as soon as possible. That they did not expressly authorize the hypothecation is, I think, clear, but that they gave no direction amounting to an order not to hypothecate it, is I think, equally clear. Well then, what was the master to do. He is not told when he applies to the agents of the owners not to tranship the cargo. He is not asked to discharge it, but he is asked and pressed to send it forward in the ship, and the only means of complying with this request, or to use a stronger word, this order, is to bottomry the ship, freight, and cargo to pay for the repairs which alone could enable her to proceed. I do not think that the master was bound to find out Sam-kee or communicate with him, because he was in communication with the persons who actually shipped the cargo, and who, being the known agents of the cargo, were the proper persons to apply to for instructions. No other instructions seem to have been given than "to forward the cargo in the ship as quickly as possible." Am I bound to interpret this as an order or at least a consent to do all that was necessary to enable the ship to proceed on her voyage? It is clear from the cases that have been cited at the Bar, the onus of satisfying the Court that the master has, when it is possible, communicated his intention of hypothecating the cargo, is on him; and unless he shows distinctly that he or the lender on bottomry has done this, I ought not, it seems to me, on the authority of those cases to consider that the owners of cargo have been so communicated with as to render the bond valid as against them. I am not satisfied that this has been done. I think that the communication of an intention to hypothecate has only been given by way of inference. I am not prepared to say that in the case of European owners of cargo I should not hold that sufficient communication had not been made, but upon the evidence I am not satisfied that the Chinese owners of cargo or their agent had the opportunity afforded them of expressing assent or dissent with the course intended to be pursued. I think the subsequent payment of freight rebuts the presumption that they knew the cargo was to be hypothecated, and upon the whole I do not feel justified in holding the bond valid as against the owners of the cargo. It may be said that this decision will tend to increase the difficulty of procuring money on bottomry for the repairs of a vessel in distress, but, if it does, it will also tend, in the words of Sir John Coleridge, in the case of the "Hamburg," to make lenders on bottomry take every means of first ascertaining whether the owners of cargo have been properly communicated with, and at the same time have the effect of warning those who advance money on bottomry bonds of the vital importance of making due enquiries, or seeing that such are made.

I wish it to be distinctly understood that when the owners of cargo are Chinese I hold it to be essential, when with regard to all the circumstances of the case they and their agents can conveniently and without great delay be communicated with, they should be communicated with, and be distinctly told what course the captain will, in default of special instructions from them, be bound and intend to pursue. I shall always hold that these instructions must be promptly and clearly given, but at the same time I shall always require that they be distinctly informed of the master's intention to hypothecate their goods. I must pronounce against the bond as far as it regards the cargo, with costs, but as against the ship and freight the validity of the bond must be affirmed with costs.

The order of the Court therefore will be for the sale of the ship and for the payment of the amount realised, and of the freight to the bondholder, subject to such reductions in respect of claims as take priority over the bond. It will then be for the registrar and merchants to take into consideration the expenditure; to see if it is fair and reasonable, and if it was generally necessary to enable the ship to continue her voyage; also to determine the amount of maritime interest, to enquire into the particulars of the captain's claim, and into that of Messrs. Tilby and to report to the Court on these matters, with liberty to either party to move the Court on such report.

SUPREME COURT.

Before C. W. Goodwin, Esq.

April 17.

Hanbury v. Primrose and Lo-yuen-yu.

In this case the plaintiff had leased to the defendants a parcel of land on the Woosung Road for thirteen years and six months from the 1st July 1863, on which an annual rent of Tls. 450 was to be paid in advance. This year this money due on 1st of January had not been paid.

Mr. Mybugh stated that the action was brought on a covenant for the payment of rent contained in the lease. The covenant stipulated that the rent be paid in advance and on the 1st of January in each year. The learned Counsel went on to say that the defence was based on another covenant in the lease stipulating that the plaintiff have a lien for rent on the buildings the defendants should erect. This he contended laughing, could not mean that the buildings, might be forced, in lieu of rent, on his client. Moreover there would have been no separate covenant for payment of rent under such a view of the case.

Edgar Iveson.—I am a merchant in Shanghai and hold a special power of attorney from Mr. Hanbury for the management of this property. This that you hand me is the power. This that you hand me is the lease under which this action is brought. On the 1st of January last the sum of Tls. 450 became due from the defendants under a covenant in the lease. I made a formal demand for this amount on the defendants. The amount has not been paid.

To J. Primrose.—You have written suggesting an arbitration which I declined.

The Assistant Judge.—I have no choice in the matter. The defendants must pay the rent and the costs of this action. The buildings are merely a security for the payment of the rent and cannot be forced upon the plaintiff in place of it.

Mr. Primrose remarked that in such a case he would be unable to remove the buildings until the expiration of the lease.

The Assistant Judge.—Certainly you can not.

Sewell v. Jarvis.

In this case the plaintiff stated, that in September 1864 the defendant and himself commenced business as general painters under the style of Sewell and Jarvis, and that they have so continued to carry on business up to the present time; that in March 1866 he went to Canada on urgent business leaving $ 3,383 due to the firm; that in November he returned and found the business still carried on as before; but that the defendant excluded him from it, he therefore asked for an account to be taken and such sum as might be due paid to him. In answer the defendant stated, that in March 1866 the partnership was dissolved in consideration of Tls. 500 paid by him to the plaintiff and the giving up to him of their business in Japan.

Mr. White appeared for the plaintiff.

Mr. Eames appeared for the defendant.

Herbert de Quincey Sewell.—I am a painter. I commenced partnership with the defendant in September 1864. In November 1865 I returned from a visit to Yokohama. The accounts were shortly after settled up to that time. There has been no settlement since that date. In March 1866, I made up accounts from the books. There was a balance due to me. I made a list of outstanding debts and handed it to the defendant for correction. He admitted it to be correct. The list is before the Court. At that time March 1866, when I was going to Canada, he told me he would do the best he could for the firm. He has told me he has collected these debts. I returned from Canada in last November and went to work as usual at the old place. I never made any arrangement for dissolving partnership. I asked him for money. He gave me some $30. He promised some hundreds of taels. Between my return from Canada and January this year I kept the books, not solely that is, but I made entries. In consequence of a dispute as to the accounts due to me the books were, in January, put into the hands of an accountant. Since then, I ceased to do work, because I could get no pay or money. About two months ago there was an advertisement informing me that the defendant regarded the partnership at an end. The lease to the premises we occupied is lost. There was a consultation with reference to its renewal. It expired in January. The depot furniture in a public house, part of our joint premises, has recently been sold by mutual consent. This sale realized Tls. 124. I received about half of this sum.

To Mr. Eames.—In March 1866, the account made up was simply a list of outstanding debts. There were then due Tls. 3,383 to the firm. I told the defendant I was going to Canada. I never intimated to any one that I was going into business at Yokohama or any where else. I worked as usual on my return from Canada. I made out bills in the name of the firm too. I cannot explain how it comes to be stated in my plaint that I was excluded from my share in the partnership on my return. I found the name as before, Sewell and Jarvis, upon my return. I remained on the premises for two months after my return. I went into the depot and kept all the profits from it. I thought Mr. Jarvis was a partner in the depot and so he received a share in the proceeds from the sale of the furniture. When I went to Canada there was no dissolution. Mr. Jarvis never paid me Tls. 500.

Thomas Chalmers.—I was in the employ of Messrs. Sewell, and Jarvis at the depot, from November 1865 to May 1866. Mr. Sewell was my master at first; when he went away Mr. Jarvis was. But when they were together I looked to Mr. Sewell. I always considered Sewell and Jarvis as partners.

To Mr. Eames.—I did not understand Mr. Sewell was going into business away from this. I expected him back.

George Mayne.—I was applied to by both Mr. Jarvis and Mr. Sewell to look after the books of their establishment, about March 1866, but was unable to do so.

Franklin Curtis.—I have received money from Mr. Sewell and Mr. Jarvis, not from Mr. Sewell in the painting business. All I know of their partnership is that I have seen them in the house together and their joint names over the door.

To Mr. Eames.—I was employed both before Mr Sewell's departure for Canada and subsequently to it. I should not consider Mr. Sewell's position in the firm the same after his return as prior to it.

William Cheshire.—About the middle of January this year. Mr. Sewell called upon me to make up accounts between himself and Mr. Jarvis from the time of his departure until the 1st of January. The only information these books would give, would be the amount of money owing and the amount of money collected. I applied for the expenditure book. Mr. Jarvis refused an account of the expenditure until he had received an account of what had been got in. I supplied this statement. I have twice applied for the account of expenditure but have not received it.

To Mr. Eames. — The list of outstanding debts was verified by one of our firm.

This closed the case for the prosecution.

Frederick G. Jarvis.—Mr. Sewell told me he was going away, but not where he was going to, or how long he would be away. When he went away I gave him $400 and a sum in tael notes amounting in all to Tls. 500 as a settlement. On his return he pleaded poverty, and so I took him into the house and then gave him the lease of the depot to get a living out of. The furniture originally belonged to the firm. When it was sold Sewell advertised it himself. Sometime in January the plaintiff said he was going to law with me. When he returned he gave me an order about the business. I did not know of the books being taken away.

To Mr. White.—The Tls. 500 were not given in repayment of any loan, but for Sewell to retire. He had never given me his cheque on the Chartered Mercantile Bank for Tls. 300. I have not been able to find the deed of partnership. I deny that Sewell did work for the firm, I gave him the depot lease. In March 1866 when he went to Canada he parted with his entire interest in our business, I took half of the proceeds arising from the sale of the furniture to meet debts of his that might be sent in to me. On some occasions I gave Sewell $5 or $10 at a time as he pleaded poverty. When in January I refused him money he told me he should go to law with me. I ordered the shopmen not to take orders from him.

George Henry Thompson.—In March 1866, Sewell told me Shanghai was played out and that he was going home. This was just before he left.

To Mr. White.—He said nothing about coming back.

Frederick Leffin.—I was cook at Sewell & Jarvis'. On the 16th of March, I heard a conversation between Sewell and Jarvis when it was arranged that Sewell should leave the partnership for Tls. 500. This was paid in dollars and taels. I saw a great many dollars in Sewell's chest that day, half a chest full. I asked him to pay me a debt of $6, and he gave me the key of his box sending up a boy to see I only took what was arranged. I distinctly understood from him that he was going to Yokohama, possibly to set up in business, possibly to go on to San Francisco.

To Mr. White.—I distinctly heard Tls. 500 as the amount arranged for Sewell to go out of the business. I saw a great deal of money in the paint shop passing between them. Jarvis paid me $200 at the time he paid Sewell. That was what took me there that day. I believe Sewell was paid Tls. 500 because a couple days of before I saw this money Sewell told me he had not a cent, and in his box I saw a great many dollars when I went with the boy. I did not see Jarvis pay Tls. 500 into Sewell's hand.

The Assistant Judge regretted very much the conflicting evidence that was brought forward. He could only do the best in his power with what before him. It was agreed on both sides that $3,383 were due to the firm in March 1866. The evidence of Mr. Leffin pointed to Tls. 500 having been given as a settlement of some sort at the time of this sum being due, and taking into consideration the circumstance that of these $3,383 a portion might never be collected Tls. 500 seemed a tolerably fair amount to pay for a final settlement or dissolution of the partnership. The Assistant Judge would mark his sense of the looseness in which the proceeding was carried out by condemning each party in their own costs.

Judgment accordingly.

IN BANKRUPTCY.

Before C. W. Goodwin, Esq.

April 18th.

Re S. Clifton.

This meeting was held to declare a first dividend out of the bankrupt's estate. Several creditors attended to prove.

Mr. Robinson appeared for the bankrupt.

Mr. Lawrance appeared for Messrs. Ranger and Woollett who claimed £208.6.1 on a balance of account for goods supplied. An affidavit had come out to this effect. The bankrupt deposed that the goods were sent out to him to do the best he could with, and that he had remitted what they fetched with the exception of Tls. 162.49 the price of twenty cases of brandy. The claim was allowed to the extent of Tl. 162.69.

Kong-yong-sing claimed Tls. 250 due on the balance of a loan of Tls. 500. The bankrupt admitted the debt. The claim was allowed.

Mr. Lawrance appeared for Mrs. Brand who claimed £99.17.3 as executrix of her late husband and £46.18.3 for the education etc. of the bankrupt's children. The bankrupt alleged that the children's clothes had been retained by Mrs. Brand. The claim was admitted subject to a direction to the Official Assignee to require the restoration of the clothes.

There was a balance Tls. 8,955.57 of assets now in hand.

Claims in pounds sterling were to be reduced to taels at 6s. and claims in dollars were calculated at $100 for Tls. 75.

Municipal taxes Tls. 116.52 had not been proved, but a deduction in full was made for them.

The claims admitted up to yesterday amounted to Tls. 15,521.32.

The claims admitted to-day amounted to Tls. 901.75.

The outstanding claims are Tls. 1,281.75.

A question was raised as to a fire policy on Mr. Clifton's property held by Messrs. Marsh & Co. as security for a bill of sale for $10,000. It appeared the late official assignee had paid Messrs. Marsh's claim of Tls. 4120 in full and obtained the policy. The claim was to have been disputed. The point, however, was deferred until the next meeting. A dividend of forty-five per cent was agreed to, requiring Tls. 7845.71 to meet it.

THE COMING TEA SEASON.

The following extract from a London letter regarding the prospects of the coming tea season will be perused with interest by our readers at the outports.

In trying to form some conclusion as to limits at which new Teas ought to be bought during the coming season, the following few suggestions may be useful, and in writing of Tea Congou is intended, other kinds are somewhat more fanciful. That for the past four years as a rule, the importation of Tea (with the exception of about four months at the end of 1865, when large profits were realised, not because Tea was bought over cheap in China but because it obtained unjustifiably high prices here which only led to loss and disappointment) has shown no profit, but on the aggregate very heavy losses.

That to make up the losses, the few next coming seasons ought to be profitable ones.

That they can only be profitable by buying cheap; that it must be remembered, it is always optional to buy, but on arrival here, Tea must be sold, whatever circumstances may be occuring.

That many circumstances point more than ever to a quick realisation on arrival.

1st. A four months usance (if carried out.)

2nd. A growing idea and a correct one, that in the majority of instances, sales on arrival are the best, both on account of the freshness of the Tea and also of the disposition of buyers.

That the Trade as a rule will *not* buy to hold stock; that the article is not adapted for speculation, second hand parcels always being largely in disfavour.

That the Trade from heavy losses sustained have not the same capital, and from the result of the late severe panic are unable to command the same monetary facilities, as of late years. It follows that great attention ought to be paid so that shipments may be something in accordance with our requirements; our probable deliveries for this year, if prices continue moderate, will be 11½ million pounds per month or 138 million pounds per annum; this estimate contemplates an increase over last year of five million pounds. An export of 125 million pounds for season 1866-67 from China, and 5 million pounds from India would reduce our stocks in round numbers 8 million pounds, a small but wholesome reduction.

That everything points to moderate prices here and the desirability of allowing stocks to accumulate in China until the quality is fully tested and opening value moderate; that the opening price must greatly depend upon the quality of the Tea for the season.

That Tea coming as it does from one country, where the shipping ports are within a few days communication of each other with the exception of a limited quantity from India, and being an article upon which good judgment will be brought to bear, ought always to be shipped to a profit.

Thus it would seem that the following may be considered under all circumstances fair limits to give to lay down Kaisow Congou from Foochow, if quality of season is fine.—

	To cost in London.
Finest and choice very good small even leaf strong full Pekoe, Souchong Kaisow,	1s. 10d. *a* 2s. 0d.
Fine to even good leaf true Kaisow flavour	1s. 6d. *a* 1s. 9d.
On fine ra burnt to Kaisow flavour.....	2s. 3d. *a* 1s. 6d.
Medium red leaf to pref. strong to burnt kinds.....	0s. 10d. *a* 1s. 2d
Common to medium red coarse to strong.....	0s. 8d. *a* 0s. 10d
Dust and siftings clean to broken leaf, but leafy.....	0s. 5½d. to 7½d.

Hankow or Moning kinds.

	To cost in London.
Finest and choice small even closely twisted leaf, strong and full Pekoe flavour.....	1s. 8d. *a* 1s. 10d.
Fine to even gray and blackish leaf, strong Pekoe flavour.....	1s. 4d. *a* 1s. 7d.
On fine good leaf strong red coarse to strong and full,	0s. 10d. *a* 1s. 1d.
Skin leaf kinds, fair to good leaf, clean to strong & old,	0s. 8½d. *a* 0s. 9½d.

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Shanghai Tea, Silk, Cotton and Opium Returns for Season Commencing June 1, 1866.

From Imperial Maritime Customs.

TEA

TO GREAT BRITAIN.

Ship.	Cleared.	Destination.	Congou.	Dust.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total of last Report			267230.69	11518.88	316.16	278959.73	4871.85	550.16	21060.61	5387.75	1901.27	8117.15	19581.37	62094.86
Vanguard	April 18	London	2364.70	10.71	..	2375.41	702.37	..	1141.00	229.87	45.00	858.08	563.45	3046.77
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	269595.39	11529.59	316.16	281335.14	5573.22	550.16	22201.61	5617.62	1946.27	8975.23	20144.82	65141.63

TO UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Oolong.	Brick.	Total Black.	Japan Unclassed.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total of last Report			395.13	..	..	395.13	243.44	58711.03	15116.06	453.80	5497.03	12633.35	13888.68	106943.39
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	395.13	..	..	395.13	243.44	58711.03	15116.06	453.80	5497.03	12633.35	13888.68	106943.39

TO HONGKONG AND COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Dusk.	Brick.	Total Black.	Japan Unclassed.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total of last Report			10847.83	733.75	27458.06	39039.64	..	75.96	1354.52	..	..	24.50	82.42	1537.40
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	10847.83	733.75	27458.06	39039.64	..	75.96	1354.52	..	..	24.50	82.42	1537.40

SILK.

To Great Britain.		To Marseilles.		To America.		To Hongkong & Coast Ports.		Total China.		Japan Transhipped.	Grand Total.
Piculs.	Bales.	Piculs.	Bales.	Piculs.	Bales.	Piculs.	Bales.	Piculs.	Bales.	Bales.	Bales.
10207.55	24147	2679.88	3346	66.49	89	167.28	199	22181.20	27781	6436	34217

COTTON.

Ship.	Cleared.	Hongkong. Export.	Hongkong. Re-export.	Hongkong. Transhipped.	Coast Ports. Export.	Coast Ports. Re-export.	Coast Ports. Transhipped.	Japan. Export.	Japan. Re-export.	Japan. Transhipped.	Total. Piculs.
Total of last Report		6137.89	3744.26	324	50296.36	2348.80	..	28039.66	4881.69	..	93313.82
Felloong	April 5	..	..	..	..	..	..	96.00	..	..	96.00
Sunda	" 6	105.80	142.50	..	..	..	..	..	..	..	248.30
Simoda	" 6	..	..	..	..	..	..	612.54	..	..	612.54
Treboigan	" 6	..	..	..	3816.60	..	..	..	..	..	3816.60
Chinaman	" 9	..	..	..	..	..	..	2253.56	..	..	2253.56
Celie	" 11	35.00	..	..	..	..	..	..	..	..	35.00
Suwonada	" 11	205.50	94.00	..	..	..	..	..	..	..	299.50
Zodiac	" 13	..	..	..	941.85	289.20	..	..	..	..	1231.05
Total		6484.19	3980.76	324	55054.00	2638.00	..	31001.76	4881.69	..	101906.46

OPIUM.

OPIUM RETURN FOR THE WEEK ENDING APRIL 20TH, 1867.

IMPORTED.

	Malwa. Chests.	Malwa. Weight.	Patna. Chests.	Patna. Weight.	Benares. Chests.	Benares. Weight.	Persian. Chests.	Persian. Weight.
Imported and stored on board Receiving Vessels	826½	826.50	200	240.00	70	84.00	16	18.00
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed	2	2	..	..	..	..	..	..
Imported direct to the shore	2	2	14	16.80	..	..	..	..
Total	830½	830.50	214	256.80	70	84.00	16	18.00
Landed from Receiving Vessels and intended chiefly for Local consumption	32	32.00	128	153.60	53	63.60	..	..

RE-EXPORTED.

Description.	Chinkiang. Chts.	Chinkiang. Wght.	Kiukiang. Chts.	Kiukiang. Wght.	Hankow. Chts.	Hankow. Wght.	Chefoo. Chts.	Chefoo. Wght.	Tientsin. Chts.	Tientsin. Wght.	Newchwang. Chts.	Newchwang. Wght.	Ningpo. Chts.	Ningpo. Wght.	Hongkong. Chts.	Hongkong. Wght.	Total. Chts.	Total. Wght.
Malwa	116	116.00	45	45.00	173½	173.50	14	14.00	61	61.00	22	22.00	111	111.00	3	3.00	572½	572.50
Patna	2	2.40	1	1.20	3	3.60	1	1.20	5	6.00	2	2.40	18	21.60	..	..	32	38.40
Benares	2	2.40	..	..	3	3.60	..	..	..	..	2	2.40	3	3.60	..	..	10	12.00
Persian	..	..	..	..	..	..	..	..	18	18.00	..	..	..	..	..	..	18	18.00
Turkey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	120	120.80	46	46.20	179½	180.70	15	15.20	104	105.00	33	33.80	132	136.20	3	3.00	632½	640.90

FREIGHT

FROM SHANGHAI DURING THE PAST FORTNIGHT.

Name of Vessel.	Flag.	Rig.	Tons.	Voyage.	Rates.	Lay Days.	Remarks.
Francis	French	Barque	322	Newchwang to Swatow	.40	25	Per picul.
Cary & Jane	Eng.	"	—	" " Hongkong	.44	25	"
Carl Ritter	Ham.	Brig	250	Chefoo to Amoy, Swatow or Hongkong	.35	20	"
				If from Newchwang	.40	20	"
Guiding Star	British	Barque	415	Newchwang to Swatow and back	.55½	47	"
				or " Hongkong and back	.58½	47	"
Rosalia	"	"	292	" Swatow and back	.54	45	"
Bello	"	"	267	" " "		40	In full.
Francis	French	"	322	Foochow to Shanghai	$3400.00	16	"
Scotoo	British	"	472	" and back	$1030.00	18	"
John Banks	"	Ship	680	" "	$2930.00	25	"
Lennox Castle	"	"	693	" "	$2800.00	25	"
Peter Denny	"	"	997	" "	$ 450.00	35	Per ton.
Resolute	"	"	632	" "	$ 420.00	20	"
Taeping	"	"	767	To Swatow	$1800.00	18	In full.
Merse	"	"	628	" Taku	$2700.00	27	"
Belvidere	"	Brig	233	Monthly Charter	$1100.00	3	months.
Carl Wilhelm	Prus.	Barque	239	To Nagasaki and back	$1900.00	25	In full.
Doris	Brem.	Schooner	317	" Tientsin	$2400.00	16	"

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SHANGHAI, APRIL 22, 1867.

Since the close of last Mail, we have received the advices from England per 26th Feb. Mail. The *Lennox Castle* arrived on the 9th and has added to our Stocks of Manufactured Goods—and the *Louise Cararra* from New York.

SOFT GOODS.—Grey Shirtings have been in rather more enquiry and a fair number of pieces have changed hands. Eagle Chop realizing Tls. 2.60 *a* 2.65, other brands about one mace lower.

T-Cloths.—For the better kinds the demand continues good and Stocks of such are very limited, prices asked, Tls. 2.30 *a* 2.45.

White Shirtings are more in demand and limited Stocks tend to firmness in prices. 64 reed may be quoted at Tls. 2.75 *a* 2.85.

Fancy Goods are neglected unless in special assortments, suited for the river ports.

WOOLLENS.—Spanish Stripes.—A few more sales (to the extent of about 600 pieces) are reported at 65 *a* 66 cents. per yard. Total sales for the fortnight 2,600 pcs.

Camlets.—Sales for the fortnight about 4,200 pcs. at Tls. 13 *a* 14. Scarlet, Gentian, and Dark Blue, have been placed at Tls. 14.30 per pce.

Long Ells.—Prices have an upward tendency. Holders of HH assorted ask Tls. 7.20 *a* 7.25 per pce. C.P.H. Scarlet can be bought at Tls. 7.20 per pce.

Figured Orleans.—Sales between 14 and 15,000 pcs. at a slight reduction on last Mail's rates.

Crape Lustres.—Fair sales at unchanged prices.

Lastings.—There is no alteration in value, and only small transactions are reported.

Crape Lastings have been placed to the extent of about 2,000 pcs. at rates ranging from Tls. 5 25 *a* 10.20 per pce.

METAL.—Iron.—The demand continues to run on small sizes of Nail Rod, of which the stock is limited, large sizes neglected, suitable parcels command Tls. 2.55 *a* 2.58.

Lead.—Receded in price, speculative holders having decided to realize. W.B., Tls. 5.15 *a* 5.20; L.B. offered at Tls. 5 00; deliveries for consumption small.

Tin Plates.—Enquired for Tls. 4.60 *a* 5.00 per box.

COALS.—The *Helena Donner* arrived with patent fuel from Cardiff and the *Anglo Saxon* from Sydney on the 13th, prices continues very high, arrivals not keeping pace with demand. Tls. 17 *a* 18 have been paid for Cardiff to satisfy pressing wants. English sold to arrive, Tls. 13 has been accepted. American held for Tls. 14.00. The *Anglo Saxon* cargo fetched Tls. 11.

STRAITS PRODUCE.—Finds ready sale. Black Pepper, Tls. 6.05; Sandal Wood, Tls. 3.20; Sapan Wood, small, Tls. 1.40 *a* 1.50; Laka Wood, Tls. 2.40 *a* 2.80. Tin in small request.

SUGAR.—Has declined in value, there being three cargoes on the market, and lower quotations from Japan.

STOCKS & SHARES.—Nothing doing.

LAND & HOUSES.—We have nothing to report, no transaction of importance having been made public.

IMPORTS.

QUOTATIONS, DUTY PAID, IN SHANGHAI SYCEE.

		T.m.c.		T.m.c.
Grey Shirtings—				
7 lbs.	℔ pc.	2.2.5 to		2.3.5
8¼ to 8½ lbs.	„	2.5.0	„	2.6.0
9 to 9½ lbs.	„	2.9.0	„	3.5.0
White Shirtings	„	.....	„	.....
56 Reed	„	2.4.0	„	2.5.0
60 „	„	2.5.0	„	2.6.0
64 „	„	2.7.0	„	2.8.0
American Drills, 40 yds.	„	4.5.0	„	4.7.5
American Jeans, 30 yds.	„	3.8.0	„	3.9.0
American Sheetings, 40yds.	„	3.8.0	„	4.2.0
English Drills, 40 yds.	„	3.6.0	„	3.8.0
T-Cloths—				
6 to 7 lbs.	„	1.7.5	„	2.4.5
8 to 8¼ lbs.	„	2.5.0	„	2.9.5
Handkerchiefs, Blue	℔ doz.	0.7.5	„	0.9.0
Spotted Shirtings—				
White, 40 yds.	℔ pc.	2.7.5	„	2.8.0
Dyed, Assorted	„	3.0.0	„	3.1.5
Brocades—				
White, 40 yds.	„	2.8.0	„	2.8.5
Dyed, Assorted	„	3.1.5	„	3.5.0
Damasks, Assorted, 40 yds.	„	6.5.0	„	7.2.0
Chintz—				
Assorted, 28 yds.	„	1.8.0	„	2.5.0
Blue	„	1.7.0	„	1.8.5
Brown	„	2.3.0	„	2.5.0
Turkey Reds, 24 yds.	„	2.8.0	„	3.0.0
Velvets—				
Black, 22 in.	℔ yd.	0.2.6	„	0.2.8
Blue, 22 in.	„	0.2.4	„	0.2.5
Velveteens—				
Black, 18 in.	„	0.1.5½	„	0.1.7½
26 in.	„	0.2.6	„	0.2.7
Camlets, English—				
S, 56 yds.	℔ p.	14.0.0	„	14.5.0
S S	„	13.5.0	„	14.0.0
S S S	„	12.0.0	„	12.5.0
Long Ells—				
Scarlet, 24 yds.	„	7.0.0	„	7.2.0
Assorted	„	6.8.0	„	6.9.0
Lastings, 30 yds.	„	13.0.0	„	14.0.0
Crape Lastings, 30 yds.	„	5.5.0	„	10.5.0
Crape Lustres	„	5.0.0	„	5.6.0
Orleans—				
Figured, 30 yds.	„	4.9.0	„	5.4.0
Plain, 30 yds.	„	4.7.5	„	5.0.0
Iron—				
Flat and Round	℔ pl.	2.2.0	„	2.3.0
Nail Rod	„	2.4.0	„	2.5.0
Hoop	„	2.2.0	„	2.4.0

		T.m.c.		T.m.c.
Lead	℔ pl.	5.1.0	„	5.2.5
Tin Plates	℔ box	4.3.0	„	4.5.0
Steel	℔ tub	3.7.0	„	3.9.0
Flints	℔ pl.	0.8.0	„	0.8.5
Window Glass	℔ box	2.2.0	„	2.4.0
Pepper—				
Black	℔ pl.	6.0.0	„	6.1.0
White	„	8.5.0	„	9.0.0
Betel Nut—				
Cochin China	„	3.2.0	„	3.4.0
Singapore	„	2.6.0	„	2.8.0
Rattans—				
Straits, common	„	2.5.0	„	3.1.0
Banjermassing	„	4.5.0	„	4.8.0
Sapan Wood—				
3 pieces weighing 1 picul	„	2.6.0	„	2.8.0
6 *a* 7 „ „	„	2.0.0	„	2.4.0
Sandal Wood—				
South Sea Island	„	3.1.0	„	3.3.0
Malabar	„	12.5.0	„	13.0.0
Mangrove Bark—				
Singapore and Penang	„	0.6.5	„	0.7.0
Siam	„	0.9.0	„	0.9.5
Tin—				
Straits	„	17.0.0	„	17.5.0
Malacca	„	18.0.0	„	18.5.0
Rice—				
Arracan and Rangoon	„	.....	„	.....
Siam, Cargo	„	1.0.5	„	1.2.5
good to finest white	„	1.3.5	„	1.6.5
Saigon	„	.....	„	.....
Bengal, com. to middling	„	1.1.0	„	1.3.0
good to fine	„	1.5.0	„	1.7.0
Sugar—				
Black, Swatow and Amoy	„	3.0.0	„	3.1.0
Formosa	„	3.0.0	„	3.6.0
Brown, Hainan	„	4.0.0	„	4.3.0
Formosa & Amoy	„	4.1.0	„	4.4.0
Swatow	„	4.3.0	„	4.7.0
Canton	„	4.0.0	„	4.2.5
Manila	„	3.4.0	„	3.9.0
White, common to fair	„	4.8.0	„	5.2.0
medium	„	5.6.0	„	6.0.0
fine to finest	„	6.8.0	„	7.2.0
Coals—				
English	℔ ton	12.5.0	„	13.5.0
American Anthracite	„	12.5.0	„	13.0.0
Sydney	„	11.0.0	„	.....
Japan	„	7.0.0	„	7.4.0

OPIUM.—*Malwa.*—There is a decline to note in price of this drug since the date of our last report, and transactions have been rather moderate. To-day there is some demand for first class Malwa, at Tls. 550 *a* 555 per picul, at which rates holders are generally firm.

Patna.—The deliveries have been nearly up to the average trade of the place during the fortnight, with some decline in the rates for New Patna; but little or no change in old. Quotations to-day, New, Tls. 452 *a* 455; Old, Tls. 445 *a* 448 nominal.

	Malwa.	*Patna.*
Stock on April 6th, 1867	3,172 Chests.	1,017 Chests.
Imports since last Stocks	1,136 „	420 „
Total	4,308 Chests.	1,437 Chests.
Deliveries	1,057 „	408 „
Estimated Stocks on March 7th, 1867	3,251 Chests.	1,029 Chests.

EXPORTS.

BLACK TEAS.—Nearly the whole of the small stock of Tea left on the market has been taken, and the season may be considered closed. Purchases have been made at rather easier rates. Teamen being quite ready to meet buyers.

The sales comprise, at Exchange 6s. 1d. and Freight £3. per ton:—

2,500 chests, Ningchow, common to fair.....at Tls. 19.5.0. *a* 21.5.0.=1s. 1d. *a* 1s. 3d

Re-shipments, none. Stock, 450 chests, against 650 chests at same date last year.

Total Settlements, with Re-shipments from the River Ports, from 1st June 1866 to date, 829,600 chests, against 272,000 chests last year.

GREEN TEAS.—The settlements are again less than for the previous fortnight, although teamen are getting so anxious to get back into the country, that while some have shipped the remainder of their stock on their own account to England, the rest are quite willing to accept a considerable decline, even on last mail's rates.

The Settlements comprise:—

500 ½-chests fair Moyune at.....Tls. 33.0.0

2,100 „ common to fair Fychow and Teenkai.....Tls. 20.0.0 *a* 28.0.0

2,600 ½-chests.

Re-shipments, 3,000 half-chests. Stock 11,900 half-chests, against 5,000 half-chests at same date last year.

Total Settlements, with Re-shipments from the River Ports, from 1st June to date, 368,500 half-chests, against 285,000 half-chests last year.

We quote, with Exchange 6s. 1d. and Freight £3 per ton:—

	Gunpowder.— Fychow & Moyune. Taels ℔ Pcl.		Sterling ℔ lb.	Imperial.— Fychow & Moyune. Taels ℔ Pcl.		Sterling ℔ lb.	Young Hyson,— Fychow & Moyune. Taels ℔ Pcl.		Sterling ℔ lb.
Cargo,	30 *a* 36	=	1 7½ *a* 1 11½	28 *a* 32	=	1 6½ *a* 1 9	19 *a* 25	=	1 0½ *a* 1 4½
Superior,	40 *a* 46	=	2 2 *a* 2 5½	33 *a* 38	=	1 9½ *a* 2 0½	27 *a* 37	=	1 6 *a* 2 0
Fine,	50 *a* 60	=	2 8 *a* 3 2½	40 *a* 48	=	2 2 *a* 2 7	40 *a* 45	=	2 2 *a* 2 5
Finest,	65 *a* 70	=	3 7 *a* 3 10	50 *a* 55	=	2 8 *a* 2 11½	50 *a* 55	=	2 8 *a* 2 11½

	Hyson.— Fychow & Moyune. Taels ℔ Pcl.		Sterling ℔ lb.	Twankay.— Fychow & Moyune. Taels ℔ Pcl.		Sterling ℔ lb.	Japan. (Prices Nominal.) Taels ℔ Pcl.		Sterling ℔ lb.
Cargo,	28 *a* 32	=	1 0½ *a* 1 9	12 *a* 15	=	0 8½ *a* 0 10	8 *a* 12	=	0 6 *a* 0 8
Superior,	33 *a* 38	=	1 9½ *a* 2 0½	16 *a* 18	=	0 10½ *a* 1 0	15 *a* 20	=	0 10 *a* 1 1
Fine,	40 *a* 50	=	2 2 *a* 2 8	19 *a* 21	=	1 0½ *a* 1 2	28 *a* 33	=	1 6½ *a* 1 9½
Finest,	55 *a* 60	=	2 11½ *a* 3 2½	22 *a* 24	=	1 2½ *a* 1 4	35 *a* 40	=	1 11 *a* 2 2

HANKOW.—Our latest date is the 16th instant. The only settlement of the fornight was one chop Oopack, 460 chests, at Tls. 15. By this sale the Stock was reduced to 2,000 chests. Should the weather continue favorable, we shall be able to announce next mail that picking the leaf has commenced. About four-fifths of last year's number of Hongs have been opened in Oopack and Oonam, but the amount of foreign money sent up country for contracts has been curtailed in much greater proportion. Statistics are:—

	Arrivals.	*Settlements.*	*Stock.*
1866-7	372,200 Chests.	370,200 Chests.	2,000 Chests.
1865-6	325,600 „	325,600 „	Nil „

KIUKIANG.—Under date the 17th instant, we hear that there was no change to report in either the Black or Green Tea markets at this port. The expected arrivals of Green Teas have been diverted to Chinkiang, and there has been nothing to direct attention to the small parcels on the market. As regards the new season it is reported that twenty three Hongs have been opened in Ningchow, where some leaf has been bought at prices laying down the Tea at Tls. 28 in Kiukiang, as against Tls. 40 last year. The market generally, however, was not yet open. In Hohow, the field is said to have been left to four Hongs. Statistics are:—

	Arrivals. Black.	Green.	*Settlements.* Black.	Green.	*Stock.* Black.	Green.
1866-7	151,800	157,300	151,500	157,000	300	300 pkgs.
1865-6	95,600	146,700	95,600	146,700	nil.	nil.

CHINKIANG.—The stock remains at 3,000 packages, which the Native merchants are getting anxious to sell. No disposition of them however has been made as yet.

Export *of Tea from* Shanghai and Yangtze Ports, (*in lbs.*)

		Black.	*Green.*	*Total.*
To Great Britain, *direct,*—				
Export from 1st June, 1866	lbs.	46,662,517	8,311,227	54,973,744
"Vanguard,"	„	343,388	406,236	749,624
Total from 1st June 1866, to date	lbs.	47,005,905	8,717,463	55,723,368
Against total Export same period 1865-6	lbs.	41,846,185	9,691,119	51,537,304
To North America,				
Export from 1st June 1866	lbs.	25,221	14,605,272	14,630,493
Total from 1st June 1866, to date	lbs.	25,221	14,605,272	14,630,493
Against total Export same period 1865-6	lbs.	.....	11,659,041	11,659,041

SILK.—The transactions of the fortnight have been trifling, estimated at 50 Bales, which have to be added to 150 Bales settled at the close of last mail, but too late to be included in the estimate then given. Thus the fortnight's business has to be considered as 200 Bales, say—

105 Bales Tsatlees.
20 „ Karshing Taysaam.
10 „ "Shang San" do.
50 „ Hainings.
10 „ Hangchow Tsatlee.
5 „ Tong Kong.

Total.....200 Bales.

Prices have been very irregular, but closing quotations show a further decline of Tls. 20 to 30 per picul. The unsold stock is estimated at 100 Bales, and does not contain a single desirable parcel. The Chinamen report, the future supply from the interior will be very trifling, the Crop may therefore now be considered virtually at an end, and the former estimate of 30,000 Bales for the season, as realised.

The hatching of the Seed has commenced, and small musters of New Silk may be expected down in about a month. The mulberry leaves are in an advanced state this season, but any sudden change of the weather may interfere with their growth. Contracts for leaves have been entered into at unusually high rates, $1.30 to $1.60 per picul having been paid, which cannot be considered favorable for the opening prices.

The P. & O. Co.'s steamer "*Ganges,*" with 108 Bales of Silk, arrived from Yokohama on the 19th instant; and the Messageries Imperiales steamer "*Phase,*" due about 22nd instant, will probably convey a further 200 Bales. The advices are dated 13th April, reporting the Settlements for the fortnight at 300 Bales. Prices were $20 per picul lower, excepting for fine Maibash, which was unchanged. The unsold Stock was estimated at 400 to 450 piculs, composed chiefly of medium to common grades.

	1866-67 Bales.	1865-66 Bales.	1864-65 Bales.	1863-64 Bales.	1862-63 Bales.	1861-62 Bales.	1860-61. Bales.
Transactions since last mail estimated at	200	300	100	582	371	2,500	3,100
Making total settlements from 1st July '66 to date—							
For Coast, Europe & India	26,550	32,150	24,550	24,202	49,979	61,000	72,300
For America	94	87	100	360	500	2	1,050
Unsold Stock is estimated at about	100	1 *a* 200	1 *a* 200	3,000 *a* 3,500	1,000	2,000	6,000

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	Raw Silk.	Throwns.	Coarse.	Japans.	Total.
Total Export from 1st July 1866 to date—					
Brought forward from last Report	26,005	57	14	11,615	37,691
April 9th, "Cadiz," for Hongkong,.....	397	...	...	694	1,091
Total	26,402	57	14	12,309	38,782
Season 1865-66	31,109	67	77	9,792	41,045

Prices.—In Taels, are per picul of 133⅓ lbs. Duty paid; in Sterling, are per lb. Overland, all charges paid to London at Exchange 6s. 1d. per tael.

			London Value per lb. 26th Feb., 1867.
Teatlee,—Chop No. 1.....	None	None	
" " 2.....	do.	do.	
" " 3.....	do.	do.	
Market " 3.....	do.	do.	
" 4.....	do.	do.	
" 4½ *a* 5 & inf....Tls. 470 *a* 510 p. pcl.	24s. 11d. *a* 27s. 1d. p. lb.	25s. 6d. *a* 26s. 6d.	
Tayzaam—Chop " 1.....	None	None	
" " 2.....	do.	do.	
" " 3.....	do.	do.	
" 4, 5, & com...	do.	do.	
Yuenfa, and *Hainings*,..... " 1.....	do.	do.	
" 2.....Tls. 480	25s. 5d.		28s. 6d.
" 3.....Tls. 460	24s. 5d.		26s. 0d.
" 4 & com....Tls. 420 *a* 440	22s. 4d. *a* 23s. 5d.		25s. 0d.
Hangchow Teatlee.....	None	None.	
Sewhings	do.	do.	
Laeyongs	do.	do.	
Throwns	do.	do.	
Szechuen, fine to finest	do.	do.	
Common	do.	do.	
Waste, Good	do.	do.	
Medium to Inferior	do.	do.	

The Messageries Imperiales Str. "*Dupleix*" has about 260 Bales Japan, and 25 Bales China, making a total of 225 Bales of Silk engaged.

The P. & O. Co.'s steamer "Cadiz" has 108 bales of Japan and 25 bales China, making a total of 133 bales of Silk, and is the only vessel in harbour with any Raw Silk on board.

EXCHANGE AND BULLION.

The rates opened very firm at 6s. 0d. for bank paper, and kept steady during the whole fortnight. The amount of private paper offered in the market has been very small and bought by the banks at 6s. 1d. However one of our leading Firms succeeded in selling about £ 50,000 to private buyers at 6s. 0½d.

The business on Hongkong has been very small, and rates remain the same; say 26½ from bank paper on demand, and 27 for private paper 15 days' sight.

For Rupees there has nothing been done, rates remain nominally, 299 on Calcutta, and 298 on Bombay, all remittances to India being made in specie.

Money remains abundant at 10 per cent. per annum.

Very little was done in dollars either in Carolus or in Mexicans.

On London	Bank Rate, sight,.....	5s. 10½d.	per Tael.
	Bank Bills, 4 months' sight, ...	6s. 0d.	
	Credits, " "	6s. 0½d.	
	Documentary and other Bills, 4 months' sight,...	6s. 1d.	
On Paris—4 months' sight Bank, ...		fcs. 7.65.	
6 months' sight, ...		fcs. 7.67½.	
On Calcutta—Bank Bills, 3 days' sight, ...		Rs. 300 per 100 Taels.	
On Bombay— " " "		Rs. 299 " "	
On Hongkong—Bank Bills, 3 days' sight, ...		26½.	
Bullion		27.	

Gold Bars.—Pekin, 98 touch, Tls. 168.5 per 10 Tuels Shanghai weight.
Bar Silver.—111.2 Shanghai Taels, per 100 Taels Canton weight.
Mexican Dollars.—74.1 cents each.
Carolus Dollars.—74.7 " "
Copper Cash.—1340 per Tael.

HANKOW, APRIL 16, 1867.

IMPORTS.

A fair business has been transacted during the fortnight. Unfortunately bands of Nienfei still hover about the neighbourhood, causing an uneasy feeling and want of confidence amongst the natives, otherwise a large trade would have been done. The demand has run principally on Grey Cottons at slightly advanced prices, Camlets having also been in enquiry at about former rates.

		T.m.c.	T.m.c.
Grey Shirtings—			
7 to 7½ lbs.....	₱ pc.	2.3.5 to	2.5.0
8¼ to 8½ "	"	2.6.5 "	2.7.5
9 to 10 "	"	2.9.0 "	3.6.4
White Shirtings—			
56 to 60 reed	"	2.3.8 "	2.5.0
64 to 66 "	"	2.6.0 "	2.8.0
68 to 72 "	"	2.9.0 "	3.2.0
T-Cloths—			
6 to 6½ lbs. 32 in. wide...	"	1.8.0 "	2.0.5
7 to 7½ " 32 " ...	"	2.1.0 "	2.3.5
8 to 8½ " 36 " ...	"	2.6.0 "	2.8.0
Drills—			
American, 40 yds.	"	4.1.0 "	4.2.0
English, 40 yds.....	"	3.8.0 "	4.0.0
Handkerchiefs, Brown ...	₱ doz.	0.8.0 "	0.8.5
Spotted Shirtings—			
White	₱ pc.	2.9.0 "	3.1.0
Dyed, Assorted	"	3.5.0 "	3.7.5
Brocades—			
White	"	3.1.0 "	3.2.0
Dyed, Assorted	"	3.9.0 "	4.2.0
Damasks—			
White	"	4.4.0 "	4.8.0
Dyed, Assorted	"	7.0.0 "	7.8.0
Chintz, Assorted	"	2.1.0 "	2.5.0
Velvets—			
18 in. Black	₱ yd.	0.1.7 "	0.1.8
22 in. Black	"	0.2.7 "	0.2.8
Orleans Cloth—			
Plain	₱ pc.	5.0.0 "	5.5.0
Figured	"	5.6.0 "	6.1.0
Woollens—			
Spanish Stripes	₱ yd.	0.0.5 "	0.8.5
Habit Cloth	"	1.5.0 "	2.1.0
Medium Cloth.....	"	1.1.0 "	1.3.0
Broad Cloth	"	1.3.0 "	1.5.0

		T.m.c.	T.m.c.
Woollens—Continued.			
Camlets, English, S	₱ pc	15.0.0 to	15.5.0
S S ...	"	13.7.5 "	14.8.0
S S S	"	12.5.0 "	13.0.0
B B B	"	18.5.0 "	19.5.0
Lastings	"	14.0.0 "	14.5.0
Long Ells—			
H H Scarlet	"	7.2.0 "	7.3.0
Assorted	"	6.9.0 "	7.1.0
G G "	"	6.8.0 "	7.0.0
Scarlet	"	7.0.0 "	7.2.0
Metals—			
Lead	₱ pl.	5.6.0 "	5.8.0
Tin	"	19.0.0 "	20.0.0
Raw Cotton.....	"	16.0.0 "	18.5.0
Sugar—			
Brown, Canton	"	4.3.0 "	4.7.0
Amoy, &c.....	"	3.8.0 "	4.1.0
Manilla	"	3.9.0 "	4.2.0
White, No. 1	"	7.2.0 "	7.3.0
No. 2	"	6.5.0 "	6.7.0
Japan Produce—			
Seaweed, Long	"	4.2.0 "	4.5.0
Cut.....	"	4.0.0 "	6.0.0
Isinglass	"	48.0.0 "	51.0.0
Mushrooms.....	"	38.0.0 "	45.0.0
Cuttle Fish.....	"	11.0.0 "	15.5.0
Straits Produce—			
Pepper, Black	"	6.5.0 "	6.9.0
Rattans	"	3.8.0 "	4.5.0
Sandalwood, Old	"	13.0.0 "	15.0.0
" New	"	3.5.0 "	5.0.0
Sapanwood.....	"	2.7.0 "	4.3.0
Opium—			
Malwa.....	₱ ch.	585 "	590
Patna	"	480 "	485

EXPORTS.

		T.m.c.	T.m.c.
Oils—			
Sow-yow, 73 catties	₱ tub	5.5.0 to	6.0.0
Hongkong-yow, 54 catties	"	4.3.0 "	5.2.0
Pa-Tong-yow	₱ pl.	6.0.0 "	6.3.0
Chayow	"	8.8.0 "	9.0.0
Tallow	₱ pc.	7.2.0 "	8.2.0
Fungus	₱ pl.	29.0.0 "	31.0.0
Wax—			
White	"	220.0.0 "	225.0.0
Yellow.....	"	50.0.0 "	60.0.0

		T.m.c.	T.m.c.
Rhubarb, Sze-chuen	₱ pl.	2.8.0 "	4.5.0
Tobacco—			
Green	"	38.0.0 "	41.0.0
Yellow.....	"	26.0.0 "	35.0.0
Leaf.....	"	6.8.0 "	7.2.0
Hemp—			
White.....	"	.....	.....
Green	"	11.5.0 "	12.0.0
Safflower, Szechuen	"	80.0.0 "	105.0.0

EXCHANGE:—On London, Bank Bills at 4 months' sight 6s. *a* 6s. 0½d. per tael. On Hongkong, Bank Bills at 15 days' sight 28 per cent discount. On Shanghai, Bank Bills at 3 days' sight 1½ per cent discount. The Shipments of Treasure amount to Taels 284,000.
GOLD:—Quotations are Bar, Tls. 159 *a* 160, and Leaf, Tls. 157 *a* 158 per 10 taels weight of 98 touch.
COPPER CASH:—Hankow-picked, Tls. 0.685 *a* 0.690 per 1,000.
FREIGHTS:—The rate per steamer to Shanghai is Tls. 5, and to Ningpo Tls. 7 per ton of 40 cubic feet.

YOKOHAMA, APRIL 16, 1867.

IMPORTS.

The high price of the Mexican dollar and the large sums of money required for the payment of Rice, Sugar, and Cotton contracts, continue to exercise an unfavourable influence upon the general import trade, and we have to report an extremely limited business during the past fortnight. Transactions in Cotton Goods have been again mostly confined to Grey Shirtings and Cotton Yarn; in the former there has been a little enquiry for 7 lb. goods, while 8½ lbs. are quoted a shade lower. Yarn is saleable at about former rates and stocks are not excessive. Turkey Red Cloth and Black Velvets, which have for some months, owing to their scarceness, brought full rates, are now in plentiful supply, and prices are consequently tending downwards. Victoria Lawns are in some inquiry at advancing rates. In Woollens we have only to notice a few small sales of assorted SS Camlets, all other descriptions as well as fancy goods being almost unsaleable.

The market for Raw Cotton is much less favourable than at the date of our last report, sales being difficult to effect even at a decline of $3 per picul. Sugar continues to be a prominent feature in the Import trade, the demand being now in favour of low brown qualities, of which considerable parcels have been sold at profitable rates. The value of Rice has experienced a further decline, and the large shipments known to be on the way, exercise a depressing effect upon the market for this staple.

		Dollars.	
Cotton Yarn—			
Nos. 16 to 24	₱ ba.	70.00 to	72.00
28 to 32	"	71.00 "	74.00
38 to 42	"	75.00 "	77.50
Grey Shirtings—			
7.0 lbs.	₱ pc.	3.20 "	3.40
8.4 lbs.	"	3.50 "	3.65
8.6 to 8.8 lbs.	"	3.65 "	3.75
White Shirtings—			
56 to 60 reed	"	4.00 "	4.10
64 to 66 "	"	4.20 "	4.30
68 to 72 "	"	4.40 "	4.80
T-Cloths—			
6.0 lbs.	"	2.25 "	...
6.8 to 7.0 lbs.	"	2.70 "	3.20
Turkey Red Cloth, 24 yds.	"	3.40 "	3.60
Spotted Shirtings—			
White	"	4.00 "	4.25
Dyed.....	"	4.00 "	4.25
Brocades—			
White	"	4.00 "	4.25
Dyed.....	"	4.00 "	4.25
Velvets—			
Black	"	14.00 "	15.50
Assorted	"	8.00 "	10.00
Chintzes.....	"	2.50 "	3.00

		Dollars.	
Camlets—			
S	₱ pc.	18.00 to	19.00
S S	"	16.50 "	17.00
S S S	"	14.50 "	16.50
B B B	"	18.00 "	19.00
Orleans—			
Plain	"	6.00 "	6.75
Figured.....	"	6.50 "	7.00
Long Ells	"	8.00 "	9.00
Lastings.....	"	13.00 "	15.00
Blankets	₱ lb.	0.60 "	0.70
Iron Nail Rod	₱ pl.	2.50 "	3.50
Lead.....	"	7.00 "	7.50
Tin	"	21.00 "	22.00
Tin Plates	"	6.00 "	6.50
Cotton—			
Ningpo.....	"	28.00 "	28.50
Shanghai	"	27.50 "	28.00
Tientsin	"	25.50 "	27.00
Sugar, Canton—			
White, No. 1	₱	11.00 "	11.50
No. 2	"	9.00 "	10.00
Brown, No. 1	"	7.50 "	7.75
Rice (Foreign)	"	3.25 "	4.00
Sapan Wood	"	1.50 "	2.00
Rhubarb.....	₱ box	7.00 "	...

EXPORTS.

			Dollars.	
Silk—				
Mybash and Sinshu	Best on offer ...	₱ pl.	900 to	925
	Medium	"	830 "	870
	Inferior	"	720 "	770
Koshu, best		"	... "	...
medium		"	720 "	760
inferior		"	660 "	700
Ida, good, long hanks.....		"	... "	...
inferior "		"	... "	...
Oshu, best		"	830 "	865
medium		"	760 "	800
inferior		"	650 "	730
Sodai, best on offer nom....		"	720 "	750
medium nom.		"	670 "	700
inferior		"	600 "	660
Atchezen, best.....		"	700 "	720
medium		"	660 "	700
inferior		"	600 "	640
Hatchojee, best		"	... "	...
inferior		"	... "	...

		Dollars.	
Tea—			
Fine to finest (latter nom.)	₱ pl.	31.00 to	40.00
Good to medium	"	26.00 "	30.00
Medium	"	20.00 "	24.00
Good common	"	15.00 "	18.00
Seaweed, fine cut green ...	"	5.50 "	6.00
" " brown ...	"	3.90 "	4.25
Large uncut green	"	3.00 "	3.40
" brown	"	1.60 "	2.00
Cuttle Fish, No. 1	"	14.00 "	12.50
" 2	"	11.00 "	11.50
Dried Shrimps	"	13.00 "	14.50
Mushrooms.....	"	45.00 "	48.00
Tobacco, No. 1	"	14.00 "	...
Gall Nutts	"	8.00 "	8.50
Vegetable Wax	"	16.00 "	17.00
Ginseng, (50 pcs. per catty)	"	1.50 "	4.20
Rape Seed	"	3.90 "	4.00
Rape Seed Oil	"	8.90 "	10.00
Camphor.....	"	22.00 "	23.50

EXCHANGE.—On London, Bank 4 months' sight, 4s. 4d. to 4s. 4½d.—6 months' sight, 4s. 4½d. to 4s. 5d. Credit Bills 4 months' sight, 4s. 5d. to 4s. 5½d.—6 months' sight, 4s. 5½d. to 4s. 5¾d. Documentary, 4 months' sight, 4s. 5¼d.—6 months' sight, 4s. 5¾d. Shanghai, 10 days' sight, Bank 73 to 73½. Private Bills, 10 days' sight, 73½ to 73¾. Hongkong, 10 days' sight, Bank 1 prem.; 10 days' sight Private Bills ½ per cent. prem. Boos, 331 to 332.

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SHANGHAI SHIPPING INTELLIGENCE.

(SINCE REPORT PER LAST MAIL.)

ARRIVALS.

DATE.	SHIP'S NAME.	FLAG & RIG.	TONS	CAPTAIN.	FROM	SAILED	CARGO.	CONSIGNEES.
April 17	Shanse	Am str	561	Friend	Ningpo	April 16	Sundries	Russell and Co
... 17	E. W. Seyburn	Am sch	333	Taylor	Nagasaki	... 11	General	S. C. Farnham and Co
... 17	Sunda	Br str	1260	Soames	Hongkong	... 13	do	P. & O. Co.
... 17	Maria	Br str	160	Newman	Put back			Master
... 17	Pluto	Chi str	170	Pike		... 16		Chinese Government
... 17	Fusi-Yama	Br str	1200	Hardie	Hankow	... 14	do	Russell and Co
... 18	Express	Br str	290	Whitelaw	Ningpo	... 17	do	David Sassoon, Sons and Co
... 18	Vulcan	Br str	130	Randall	Tientsin	... 13		Gibb, Livingston and Co
... 18	Shanse	Am str	561	Friend	Ningpo	... 17	do	Russell and Co
... 19	Ganges	Br str	742	Bernard	Yokohama	... 15	do	P. & O. Co
... 19	Hirado	Br str	1630	McQueen	Hankow	... 17	do	Russell and Co
... 20	Express	Br str	290	Whitelaw	Ningpo	... 19	do	David Sassoon, Sons and Co
... 21	Shanse	Am str	561	Friend	Ningpo	... 20	do	Russell and Co
... 21	Moyune	Am str	700	G. Johnson	Hankow	... 18	do	Russell and Co
... 21	Phase	Fr str	711	Hinstin	Yokohama	... 17	do	Messageries Imperiales

DEPARTURES.

FROM THE ANCHORAGE AND WOOSUNG.

DATE.	SHIP'S NAME.	FLAG & RIG.	TONS	CAPTAIN.	DESTINATION.	CARGO.	DISPATCHED BY.
April 17	Shanse	Am str	561	Friend	Ningpo	Re-exports	Russell and Co
... 17	Yung Hai Au	Am str	447	Whiting	H'kong & Whampoa	Cotton, etc.	Russell and Co
... 17	Resolute	Br sh	634	Holt	Fuchau	Ballast	Gilman and Co
... 17	Fire Queen	Am str	1133	Gray	Hankow & Ports		Russell and Co
... 18	Malacca	Br str	1237	Tomlin	Hongkong	Cotton, etc.	P. & O. Co
... 18	Hoang Ho	Br baq	594	Woods	Hongkong	Ballast	A. R. Tilby and Co
... 18	Belvidere	Br sch	233	Morris	Newchwang	Re-exports	Borneo Company Limited
... 18	Express	Br str	290	Whitelaw	Ningpo	Ballast	David Sassoon, Sons and Co
... 18	Tun-sin	Br str	610	Hutchison	Hankow & Ports		Glover and Co
... 18	Shanse	Am str	561	Friend	Ningpo		Russell and Co
... 19	Kiang-loong	Am str	945	West	Hankow & Ports		Russell and Co
... 20	Solide	Dut bg	227	L. de Breens	Nagasaki	Arms	T. Kroes and Co
... 20	Carl Ritter	Ham bg	250	Nussbaum	Chefoo	Ballast	Bourjau, Hübener and Co
... 20	Guiding Star	Br baq	415	Bishop	Newchwang	Opium, etc.	Frazar and Co
... 20	Hamilla Mitchell	Br sh	960	Branscombe	Rangoon	Ballast	Gibb, Livingston and Co
... 20	Lennox Castle	Br sh	693	Branton	Fuchau	Sundries	W. R. Adamson and Co
... 21	Minca	Br str	306	Eaglesome	Chefoo & Tientsin	Opium, etc.	Gibb, Livingston and Co
... 21	Peter Denny	Br sh	997	Young	Fuchau	Sundries & Re-exports	Jardine, Matheson and Co
... 21	Express	Br str	290	Whitelaw	Ningpo	Opium, etc.	David Sassoon, Sons and Co
... 21	Fusi-Yama	Br str	1200	Hardie	Hankow		Russell and Co

MERCHANT STEAMERS.

No.&SEC.	SHIP'S NAME	COMMANDER	FLAG & RIG	TONNAGE	DATE OF ARRIVAL	WHERE FROM	CONSIGNEES OR AGENTS	DESTINATION	REMARKS
Tonkadoo	Anna		Am str	70	Apr 12	Chinkiang	H. Fogg and Co		Laid up
S c	Dupleix	Noel	Fr str	871	Apr 16	Hongkong	Messageries Imperiales	H'kong with Mails	23rd instant
4 s	Faust		— str	30					Laid up
	Fee-loong	Williams	Chi str		Mar 14		Chinese Government		
2 s	Fenella	Chingjay	Chi str	160	Jan 24	Woosung	Chinese Government		
	Ganges	Bernard	Br str	742	Apr 19	Yokohama	P. & O. Co		
4 s	Grete	Godow	Prus str	30	Jan 13		Wm. Pustau and Co		Laid up
4 s	Heachew		Am str	30			T. J. Falls		
	Hirado	McQueen	Br str	1630	Apr 19	Hankow	Russell and Co	Hankow & Ports	24th instant
5 p	Louisa		Chi str		July 12	Ningpo	David Sassoon, Sons & Co		
7 p	Maria	Newman	Br str	160	Apr 17	Put back	Master		
	Moyune	G. Johnson	Am str	700	Apr 21	Hankow	Russell and Co		
7 p	Paou Shun	Hoare	Chi str	500	Apr 2		Chinese Government		
	Phase	Hinstin	Fr str	711	Apr 21	Yokohama	Messageries Imperiales		
4 s	Pluto	Pike	Chi str	170	Apr 17		Chinese Government		
1 s	Shanyuan		Br str	30			Trautmann and Co		Laid up
P & O M	Sunda	Soames	Br str	1260	Apr 17	Hongkong	P. & O. Co	H'kong with Mails	22nd instant
S S C B	Tahwah	Andrews	Am str	245	Mar 22	Hankow	Russell and Co		
Tonkadoo	Tatung	Cook	Am str	107	Oct 13	Hankow	H. Fogg and Co		Laid up
H W	Ta-Yung	Spencer	Br str	124	Apr 4	Woosung	Russell and Co		
	Vulcan	Randall	Br str	130	Apr 18	Tientsin	Gibb, Livingston and Co	Fuchau	To-day
5 p	Wan-Loong-Fei	Merrills	Br str	45	Sept 10	Launched			Laid up
7 p	Waratah	Oliver	Br str	256	Dec 6	Fuchau v. Ningpo	David Sassoon, Sons & Co		Sale, Ft or Ch
7 s	Williametto	McLeod	Chi str	176			Chinese Government		
	24 STEAMERS								

MERCHANT SAILING VESSELS.

No.&SEC.	SHIP'S NAME	COMMANDER	FLAG & RIG	TONNAGE	DATE OF ARRIVAL	WHERE FROM	CONSIGNEES OR AGENTS	DESTINATION	REMARKS
1 s	Alerta	Bang	Ham bg	209	Apr 4	Taku			
3 c	Anglo Saxon	Davidson	Br sh	693	Apr 13	Sydney	Frazar and Co		
1 c	Belle	Young	Br baq	267	Apr 4	Nagasaki	Augustine Heard and Co		Ft or Ch
1 p	Caduceus	Irwin	Br sh	1066	Feb 28	Amoy	Dent and Co		
U W	Carl Wilhelm	Matzen	Prus baq	239	Apr 13	Ningpo	Eduard Schellhass and Co		Ft or Ch
8 s	Condor	Hansen	Ham baq	428	Mar 12	Cardiff	Siemssen and Co	New York	Immediately
2 s	Crowshay Bailey	Hansenberg	Br sh	682	Apr 4	Swatow	Jardine, Matheson and Co	London	Early
1 s	Danzic	Eldridge	Prus sch	296	Apr 11	Yokohama	Order		
U W	Doris	Steengrafe	Bre sch	317	Apr 14	Iloilo	Eduard Schellhass and Co		Ft or Ch
7 s	E. W. Seyburn	Taylor	Am sch	333	Apr 17	Nagasaki	S. C. Farnham and Co		
2 p	Eunice Nicholas	Simons	Br sh	1069	Mar 12	Fuchau	Smith, Kennedy and Co	Vancouver's Island	Cld. 20th inst
1 c	Francis	Parnet	Fr baq	322	Apr 6	Sydney	Frazar and Co	Newchwang	23rd instant
H W	Helena Donier	H. Lorus	Pruss sh	674	Apr 16	Cardiff	Master		
7 s	John Banks	Cobb	Br sh	680	Apr 2	Newcastle, N.S.W	Frazar and Co		
1 c	Jubilee	Kerr	Br sh	760	Apr 15	Fuchau	Borneo Company Limited		
7 c	Khan Kai	White	Br sch	137	Apr 6	Yokohama			
U W	Luisa Canevero	R. Domoro	Ita sh		Apr 12	New York			
2 p	Merse	Gribble	Br sh	628	Apr 9	Nagasaki	Gilman and Co		
6 s	Nabob	Cobb	Am baq	530	Mar 21	Boston	Olyphant and Co	Nagasaki	23rd instant
2 s	Rosella	Emery	Br baq	283	Apr 6	Sydney	Frazar and Co	Newchwang	To-day
1 c	Seaton	Lupworth	Br baq	401	Jan 22	Swatow	A. R. Tilby and Co		
2 p	Silome	Davidson	Br baq	430	Apr 5	Swatow	Master		
1 p	Silver Eagle	Case	Br sh	902	Apr 15	Fuchau	Gilman and Co		
2 p	Taeping	Dowdy	Br sh	767	Apr 13	Fuchau	Gilman and Co		
1 s	Volunteer	Whitten	Br baq	418	Apr 15	Swatow	Wm. Pustau and Co	Chefoo	Early
1 s	Water Lily	Towers	Br bg	218	Mar 25	Manila	Frazar and Co		
	26 VESSELS								

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DINNEFORD'S FLUID MAGNESIA.

FOR Thirty Years the Medical Profession have approved of this pure solution as the best remedy for

Acidity of the Stomach, Headache, Heartburn, Gout, and Indigestion,

And as a mild Aperient for delicate constitutions, especially adapted for ladies and children. When combined with their

Acidulated Lemon Syrup

It forms a most agreeable effervescing draught, which is both a gentle aperient and grateful febrifuge.

In hot seasons and hot climates the *regular* use of this simple remedy has been found highly beneficial.

IT IS PREPARED BY

DINNEFORD & Co.,

Chemists, &c.

172, New Bond Street, London.

Sold by all respectable Chemists throughout the World.

Agents in Shanghai Messrs. Watson, Cleave & Co.

CAUTION.—See that "Dinneford & Co." is on each bottle and red label over the cork.

21de-67. 1771 December 22nd, 1866.

PICKLES, SAUCES, JAMS, &C.,

(FREE FROM ADULTERAITON),

MANUFACTURED BY

CROSSE & BLACKWELL,

Purveyors to the Queen,

SOHO SQUARE, LONDON.

CROSSE AND BLACKWELL'S

Renowned first-class Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegiar boiled in Oak Vats, by means of Platinum Steam Coils; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. & B. are Agents for Lea & Perrins' Celebrated Worcestershire Sauce, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

705 21ap April 21st, 1866.

WELLINGTON KNIFE POLISH.

SURPASSES ALL OTHER ARTICLES FOR CLEANING AND POLISHING CUTLERY, ETC.

JOHN OAKEY & SONS,

MANUFACTURERS OF

Emery, Black Lead, Cabinet Glass Paper, Emery and Glass Cloth, INDIA RUBBER KNIFE-BOARDS, Silversmiths, Soap

For Cleaning and Polishing Silver, Electro Plate, Plate Glass, &c.

SCOTCH, FRENCH, LONDON RUSSIAN, AND OTHER GLUES.

WELLINGTON MILLS,

Blackfriars Road, London, S.

20jy—67 689 May 19th, 1866.

LEA & PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE,

DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.

Caution Against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stopper,* and *bottle.*

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

19ja 2044 January 19th, 1867.

MEN-OF-WAR IN HARBOUR.

No.&Sec	Name.	No. of G. B.	Commander.	Flag & Rig.	Guns.	H. P.	Men.	Date of Arrival.	Where from
3 s	Acorn	.....	Roe, Surgeon	H. M. S.	.....	.....	.....		Hospital Ship
M D	Bustard	.....	Maquay	H. M. G. B.	3	60	40	Nov 16	Nagasaki
	Cockchafer	.....		H. M. G. B.	.....	.....	.....	Feb 5	
3 c	Endeavour	.....		H. M. S.	.....	.....	.....	Apr 3	Simoda
6 p	Hardy	.....	Morice	H. M. G. B.	3	60	42	Jan 29	Ningpo
3 c	Rattler	.....	Webb	H. M. S.	.....	.....	.....	Mar 4	Kiukiang
N B D	Starling	.....	Tender Senior Officer	H. M. G. B.	3	.....	.....		
2 s	Le Brethon	.....	De Cintre	H. I. M. G. B.	.....	.....	.....	Nov 25	Corea
3 c	Primauguet	.....	Bochet	H. I. M. Corvette	.....	.....	.....	Nov 25	Corea

RECEIVING SHIPS AND HULKS.

No.&Sec	Name.	Commander.	Flag.	Tonnage.	Agents.
	Receiving Ships.				
3 s	Ariel	Deslandes	British ship	596	P. F. Cama and Co
4 s	Berwick Walls	Patridge	British ship	685	Jardine, Matheson and Co
4 s	Emily Jane	Roundy	American ship	490	Augustine Heard and Co
4 s	Water Witch	Lewes	British barque	297	Captain Lewes, on board
3 s	Wellington	Bennett	British barque	412	David Sassoon, Sons and Co
	Hulks.				
7 p	Bethel	Rev. Kaufmann	American barque	86	Church Trustees
6 c	Euxine				
3 s	Frederick VII	Watson	British barque	350	Imperial Customs
O U L	Keen-ta	Holmes	American barque	341	Powder Magazine Chinese Government
O D	Kingsan	Brown	American ship	570	Captain Patridge
1 s	Lady McNaughten	Green	American barque	490	
O U L	Ngapuhi	Gardner	British barque	545	Harbor Master
5 p	Nimrod	Howard	British barque	262	H. I. M.'s Customs

TUG BOATS PLYING FOR HIRE.

No.&Sec	Name.	Commander.	Flag.	Tonnage.	Agents.
	Bunker Hill	Rayo	American steamer	63	Fobes and Co
	Fei Yuen	Kennedy,	British steamer	50	Shanghai Tug and Lighter Company
	Fokelin	Kofod,	British steamer	70	Captain Patridge
	Orphan	McCaslan	American steamer	160	Augustine Heard and Co
	Sampson	Ryder,	British steamer	81	Mackenzie and Co
	Titan	Lobergo	British steamer	90	Smith, Kennedy and Co

DIVISION OF THE HARBOUR IN SECTIONS.

The anchorage is divided into *Nine Sections* from Upper Limit where a mark is placed defining the foreign from the Chinese boundary The 6th and 7th Sections on the Pootung side are set apart for the Steam-boat Anchorage.

Section.
1,—From upper limit to the Shanghai Steam Navigation Company's wharf.
2,— „ S.S.N.Co.'s wharf to Yang-king-pang Creek.
3,— „ Yang-king-pang Creek to Custom House.
4,— „ Custom House to Danish Consulate.
5,— „ Danish Consulate to Old Dock.

Section.
6,—From Old Dock to Olyphant's Jetty.
7,— „ Olyphant's Jetty to Dent's Godowns.
8,— „ Dent's Godowns to Gibb Livingston's Jetty.
9,— „ Gibb Livingston's Jetty to Lower Limit Mark. Outside Lower Limit.

In the Sections all the vessels are anchored abreast between the Banks to the river, and lettered according to their position, thus—S. Shanghai Side, C. Centre, P. Pootung Side, and O. L. Outside Limit.

NEWCHWANG SHIPPING LIST.

Arrivals.

April 6, 1867.

Date	Vessels Name	Flag and Rig.	Tonnage	Where from	Cargo	Consignees
Mar 21	Cadovius	Prus sch	251	Shanghai	Woollens	Natives
... 21	Java	Prus baq	309	Hongkong	Grey Shirtings & Sundries	do,
... 21	Ellida	Swe baq	178	Shanghai	Ballast	do.
... 21	Oscar Vidal	Ham baq	295	Chefoo	Malwa & Oil Baskets	do.
... 21	Golden Spur	Br sh	657	Shanghai	Malwa & Bags	do.
... 21	Morning Star	do.	562	do.	Malwa, Patna, Stores & Sun.	do.
... 25	Abbotsford	Br baq	527	Chefoo	Crockery	do.
... 25	Nellie Abbott	Am baq	438	Shanghai	Stores	do.
... 25	Albatross	Ham baq	391	Swatow	Malwa	do.
... 25	Madura	Ham bg	247	Hongkong	Malwa, Iron & Sundries	do.
... 25	Costa Rica	Ham baq	306	Swatow	Malwa & Patna	do.
... 25	Peru	Ham bg	250	Shanghai	Malwa, Patna, Ginger & Bags	do.
... 25	Catherina	Ham baq	238	Swatow	Sugar & Sundries	do.
... 25	Diana	Old baq	255	Shanghai	Malwa & Sundries	do.
... 25	Luchow	Prus bg	143	do.	Malwa	do.
... 25	Louisa	Dan baq	227	Hongkong	Malwa & Sundries	do.
... 29	Sir Harry Parkes	Br sh	806	Shanghai	Shirtings, Drills, &c.	do.
... 29	Lightfoot	Br baq	472	do.	Ballast	do.
Apr 1	Georg Heinrich	Ham bg	227	Tientsin	Malwa	do.
... 1	Marie Heydorn II	Ham baq	278	Shanghai	Malwa & Sundries	do,
... 1	Faders Minde	Dan baq	290	Swatow	do.	do.
... 4	Edith Haviland	Br bg	263	Shanghai	Ballast	Order
... 4	Brami	Prus bg	196	Foochow	Paper, Razors, &c.	Natives
... 4	Patria	Ham baq	420	Shanghai	Malwa, Sugar, &c.	do
... 4	Maravi	Br baq	439	do.	Opium	E. A. Solomon
... 4	Helen W. Almy	Am baq	346	do.	Opium, Paper, Sugar, &c.	Natives
... 4	Willy	Bre sch	270	Tientsin	Ballast	do.
... 4	Sampan	Prus baq	297	Hongkong	do.	do.

Departures.

				Destination.		Dispatched by
Mar 28	Ellida	Swe baq	178	Swatow	Peas & Beancake	Natives
... 29	Cadovius	Prus sch	251	Amoy	do.	do.
... 29	Oscar Vidal	Ham baq	295	Swatow	do.	do.
... 30	Golden Spur	Br sh	657	do.	do.	do.
Apr 1	Morning Star	do.	562	do.	do.	do.
... 1	Costa Rica	Ham baq	306	do.	do.	do.
... 3	Java	Prus baq	309	Hongkong	do.	do.
... 3	Madura	Ham bg	247	do.	do.	do.
... 3	Catharina	Ham baq	238	Swatow	do.	do.
... 3	Diana	Old baq	255	do.	do.	do.
... 3	Luchow	Prus bg	143	do.	do.	do.
... 3	Louisa	Dan baq	227	Hongkong	do.	do.
... 6	Albatross	Ham baq	391	Swatow	do.	do.
... 6	Peru	Ham bg	250	Hongkong	do.	do.

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